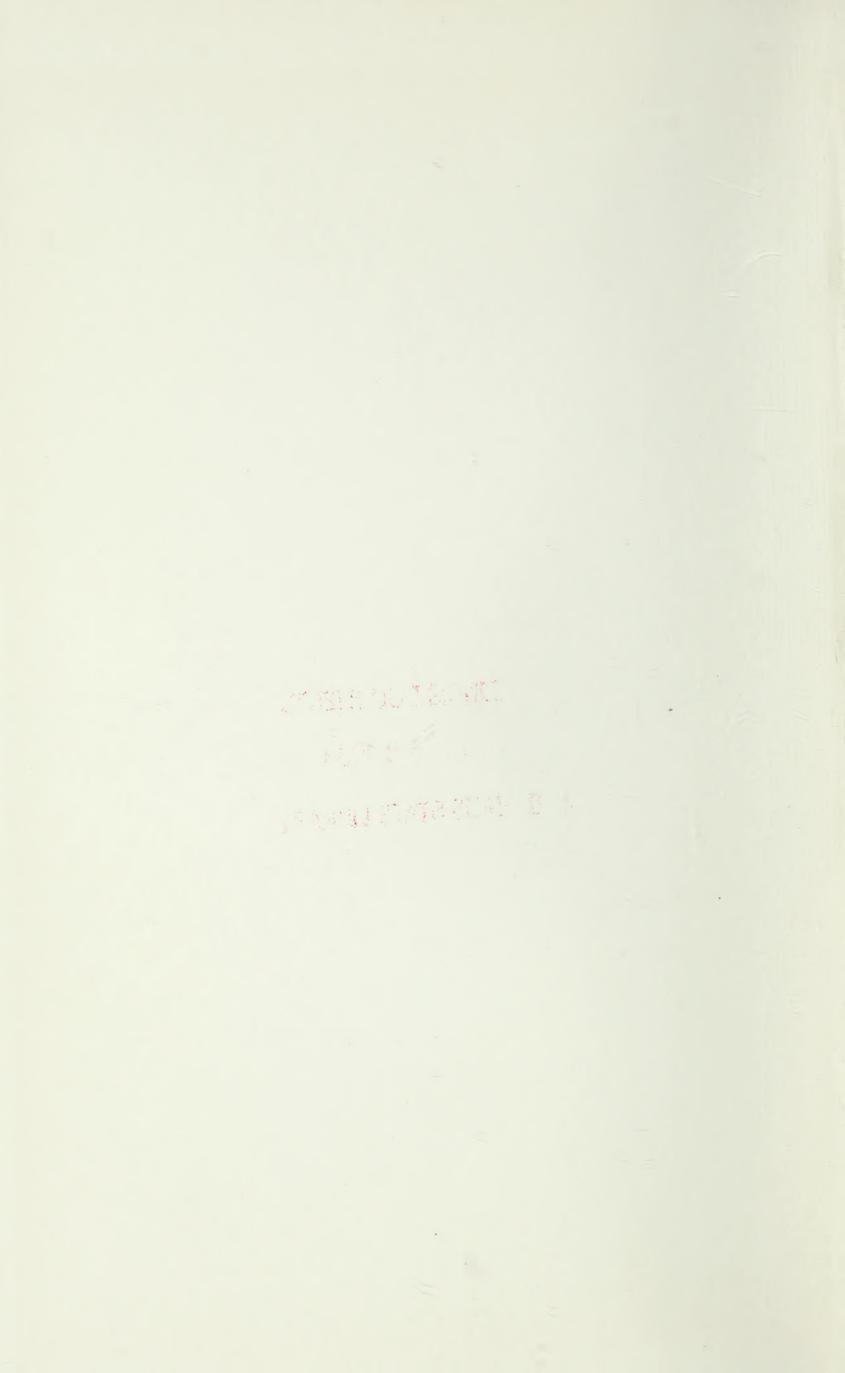
# FORTY-FIRST ANNUAL REPORT OF DIVISION OF HIGHWAYS

DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
1958



# FORTY-FIRST ANNUAL REPORT of DIVISION OF HIGHWAYS

DEPARTMENT OF PUBLIC WORKS AND BUILDINGS

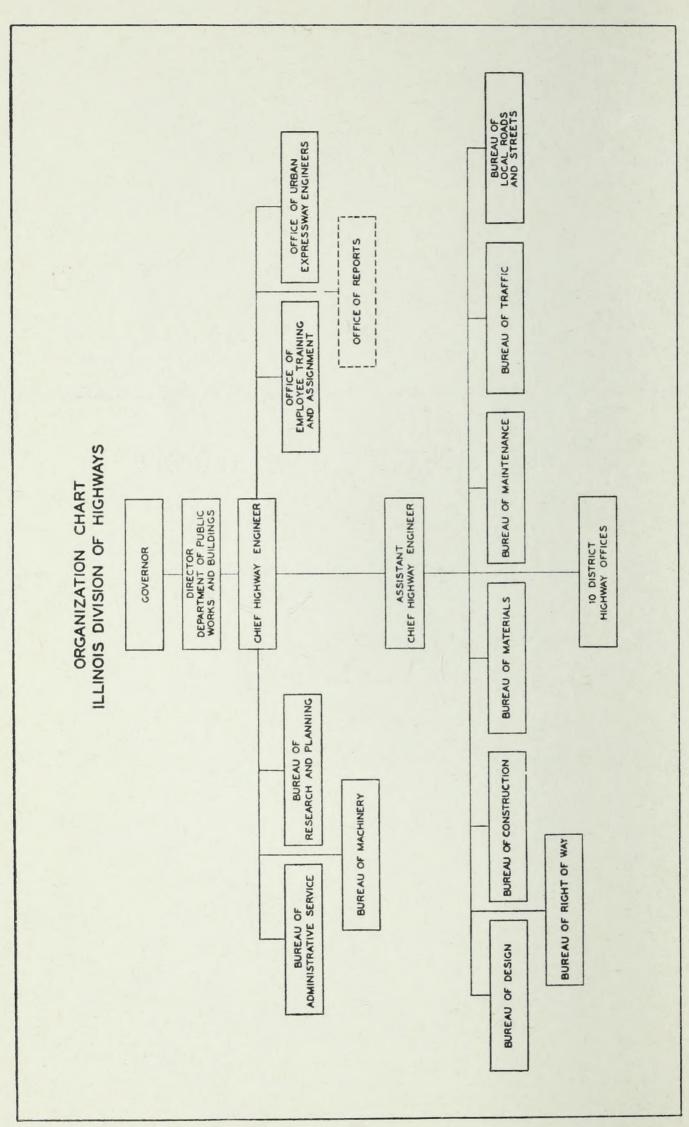


Figure 1.

# STATE OF ILLINOIS WILLIAM G. STRATTON, Governor



# FORTY-FIRST ANNUAL REPORT

of

# DIVISION OF HIGHWAYS

# DEPARTMENT OF PUBLIC WORKS AND BUILDINGS

for the year

1958

(Printed by authority of the State of Illinois)





STYSHIE ST STOWNELL

(5520-10-59)

I625.7 I29arb 1958

STATE OF ILLINOIS
WILLIAM G. STRATTON, GOVERNOR

#### DEPARTMENT OF PUBLIC WORKS AND BUILDINGS

ROOM 602-STATE OFFICE BUILDING
SPRINGFIELD

3

DIVISION OF HIGHWAYS DIVISION OF WATERWAYS DIVISION OF ARCHITECTURE E. A. ROSENSTONE DIRECTOR TROY A. KOST ASSISTANT DIRECTOR

September 9, 1959

Honorable William G. Stratton Governor of Illinois Executive Office Springfield, Illinois

Dear Governor Stratton:

I hereby submit the technical Annual Report of the Division of Highways, Department of Public Works and Buildings, for the year ending December 31, 1958.

This report describes the operation of the Division, the work accomplished, and the financial transactions in greater detail than previously reported in the "Illinois Highway Story," edition of 1959.

Very truly yours,

E. A. Rosenstone Director Digitized by the Internet Archive in 2018 with funding from University of Illinois Urbana-Champaign

# Administrative Officers of the Department of Public Works and Buildings, Division of Highways December 31, 1958

WILLIAM G. STRATTON, Governor E. A. ROSENSTONE, Director TROY A. KOST, Assistant Director

## Division of Highways

RALPH R. BARTELSMEYER, Chief Highway Engineer ROBERT H. TITTLE, Assistant Chief Highway Engineer

#### BUREAU CHIEFS

W. M. MARSHALL, Engineer of Administrative Service

L. A. Murphy, Engineer of Right-of-way

E. L. SHERERTZ, Engineer of Design

T. H. F. Norris, Engineer of Construction

J. D. LINDSAY, Engineer of Materials

H. E. Diers, Engineer of Maintenance

T. F. Morf, Engineer of Research and Planning

H. H. HARRISON, Engineer of Traffic

R. C. Smothers, Superintendent of Transportation

WM. M. DUTELLE, Engineer of Local Roads and Streets

#### DISTRICT ENGINEERS

District No. 1-D. S. MAGOWAN, Elgin, Ill.

District No. 2-M. M. Memler, Dixon, Ill.

District No. 3—John Grayhack, Jr., Ottawa, Ill.

District No. 4—John D. Mattison, Peoria, Ill.

District No. 5—John J. Cychol, Paris, Ill.

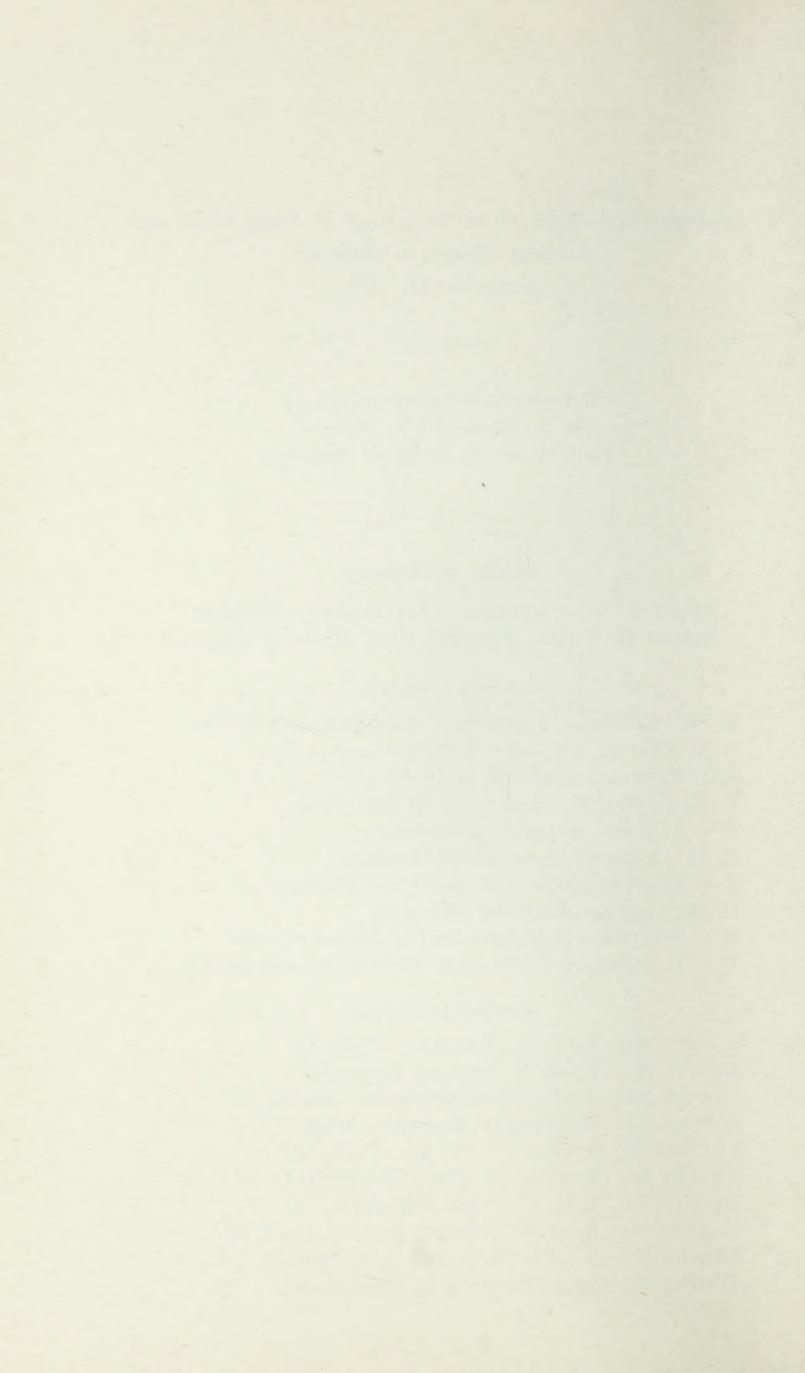
District No. 6—CARL M. WAHL, Springfield, Ill.

District No. 7—I. C. Bliss, Effingham, Ill.

District No. 8-E. W. RIEFLER, East St. Louis, Ill.

District No. 9-WM. D. MACLEOD, Carbondale, Ill.

District No. 10-J. P. TUTHILL, Chicago, Ill.



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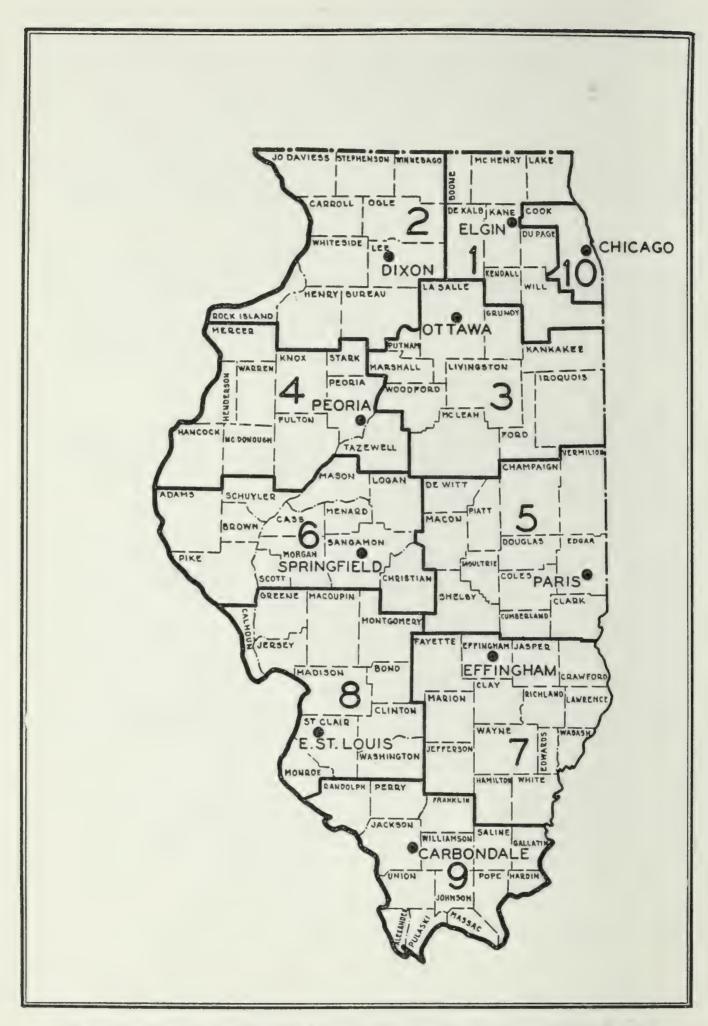


Figure 2.—Map showing State highway districts and the location of district offices.

## DIVISION OF HIGHWAYS

## I. SUMMARY

The detailed record of the administration, construction, and maintenance of State highways in Illinois for the year ending December 31, 1958 is contained in this technical annual report. Shortly after the end of the 1958 year the bureaus of the Division of Highways began summarizing their activities for that year. Charts and tables were prepared to show the expenditures, contracts awarded, construction completed, and the use of State aids by local governments. These data were then edited, checked, and transmitted to the printer for publication. The time lag between the end of the year and the release of the technical report generally is more than a year. The rising tempo of highway work caused by more Federal and State funds available for construction and the inability to publish the technical report soon after the close of the year has influenced the Division of Highways to adopt a policy of publishing a popular report entitled The Illinois Highway Story which can be released to the public at a much earlier date. It describes the work of the Division very briefly with pictures of important projects.

1. ORGANIZATION.—The Division of Highways is one of the several divisions included in the Department of Public Works and Buildings. The Chief Highway Engineer, the executive officer of the Division, administers the highway work of the State through the central offices and bureaus and through the ten highway districts.

The organization structure of the Division is given in Figure 1. In Figure 2, the boundaries of the highway districts and the location of district offices are indicated. One major change in organization occurred in 1958 when the Bureau of Right-of-way was formed. Formerly right-of-way matters were handled by a section in the Bureau of Design. With the exception of this change the organization and duties of the bureaus are described in the 1951 technical annual report.

2. THE FEDERAL-AID HIGHWAY ACT OF 1958.—In 1958 Congress reflected the will of the people by increasing allocations for all Federal-aid highway systems and especially that for the

interstate system. The allocations of interstate funds in the 1956 Act was made  $\frac{1}{2}$  on the primary Federal-aid formula and  $\frac{1}{2}$  on population, but provisions of the act required that a study be made to determine the cost of completing the interstate system in each state as a basis for future allocations based on improvement needs. In 1957 each state in cooperation with the Federal Bureau of Public Roads completed the interstate cost study. Illinois was found to have interstate highway needs which amounted to 5.128 per cent of the Nation's total. The results of this study were submitted by the Secretary of Commerce to Congress in January 1958.

In analyzing the cost study several general facts were apparent.

- (1) A closer evaluation of costs, more careful thought in interstate design, and higher prices indicated the price tag on the Nation's interstate system from 1954 to 1957 had risen about one third;
- (2) That the appropriations planned under the 1956 Act would not be adequate to complete the interstate systems in the 13 years originally planned;
- (3) That the revenues of the Trust Fund established by Congress under the 1956 Act to finance the huge Federal-aid highway programs would not be adequate to finance the newly estimated costs; and
- (4) That the distribution of interstate funds to the states should be on the basis of need as indicated by the interstate cost study.

The Federal-aid Highway Act of 1958 became a law with the President's signature on April 16, 1958. As shown by the comparison of the allocations of the 1956 and 1958 Acts given in this summary, Congress recognized that more funds would have to be made available than previous estimates indicated and that the distribution of interstate funds should be made on the basis of need. However, no increase in revenue was provided which may delay the completion of the system.

The tabulation on the following page shows the allotments and apportioning formulas for each of the Federal-aid Highway Acts of 1954, 1956, and 1958. A comparison of the 1956 and 1958 Acts as they affect Federal-aid revenue to Illinois follows:

Act	For Year Ending June 39	Interstate	Primary	Urban	Secondary	Total
1956 Act	1957 Supplement	\$ 47, 148, 832 80, 153, 014 93, 684, 148	14, 885, 768	\$ 2, 198, 233 14, 947, 982 15, 310, 690	8, 087, 214	\$ 52, 725, 444 118, 073, 978 132, 433, 592
1958 Act	1959 Sapplement 1960	\$ 9, 415, 493 127, 559, 000		\$ 7, 034, 344 15, 748, 139		\$ 27, 218, 540 167, 155, 553

### 1954 ACT

System	Allotments	s Available	Apportioning For	Apportioning Formulas		
ation-wide Allotment Primary Federal-aid System Secondary Federal-aid System Urban Federal-aid System Interstate System Total	For Year Ending June 30, 1956 \$315, 000, 000 210, 000, 000 175, 000, 000 	For Year Ending June 30, 1957 \$315, 000, 000 210, 000, 000 175, 000, 000 175, 000, 000	Area Population  1/3 1/3 1/3 1/3 rural  Urban Popula 1/2 by Primary FA Formula;	tion $\frac{\frac{1}{3}}{\frac{1}{3}}$		
	φονο, σου, σου	φοτο, 000, 000	Per Cent Partici	nation		
llotment to Illinois Primary Federal-aid System Secondary Federal-aid System Urban Federal-aid System Interstate System	\$ 12, 165, 819 6, 625, 129 12, 098, 383 8, 105, 625	\$ 12, 163, 280 6, 619, 637 12, 129, 168 8, 116, 903	State 50 50 State & County 50 State & City 401	Federal 50 50 50 50 60		
Total.	\$ 38, 994, 956	\$ 39,028,988				

#### 1956 ACT

System	Al	lotments Availa	ble	Apportioning Formulas		
ation-wide Allotment Primary Federal-aid System Secondary Federal-aid System Urban Federal-aid System Interstate System Total	For Year Ending June 30, 1957 \$ 56, 250, 000 37, 500, 000 31, 250, 000 1, 000, 000, 000 \$1, 125, 000, 000	For Year Ending June 30, 1958 \$ 382, 500, 000 255, 000, 000 212, 500, 000 1, 700, 000, 000 \$2, 550, 000, 000	For Year Ending June 30, 1959 \$ 393, 750, 000 262, 500, 000 218, 750, 000 2, 000, 000, 000 \$2, 875, 000, 000	Urban Populatio	by Population	
lotment to Illinois Primary Federal-aid System Secondary Federal-aid System Urban Federal-aid System Interstate System  Total	\$ 2, 189, 083 1, 189, 296 2, 198, 233 47, 148, 832 \$ 52, 725, 444	\$ 14, 885, 768 8, 087, 214 14, 947, 982 80, 153, 014 \$ 118, 073, 978	\$ 15, 191, 611 8, 247, 143 15, 310, 690 93, 684, 148 \$ 132, 433, 592	State 50 50 State & County 50 State & City 10 <sup>1</sup>	Federal 50 50 50 90	

#### 1958 ACT

System	Allotment	s Available	Apportioning Formulas		
tion-wide Allotment Primary Federal-aid System Becondary Federal-aid System Irban Federal-aid System Interstate System  Total  otment to Illinois Primary Federal-aid System Becondary Federal-aid System Irban Federal-aid System	For Year Ending June 30, 1959 \$ 180, 000, 000 120, 000, 000 200, 000, 000 \$ 600, 000, 000 \$ 6, 979, 635 3, 789, 068 7, 034, 344 9, 415, 493 \$ 27, 218, 540	For Year Ending June 30, 1960 \$ 405,000,000 270,000,000 225,000,000 2,500,000,000 \$3,400,000,000 \$ 15,469,427 8,378,987 15,748,139 2127,559,000 \$ 167,155,553	Area Population  1/3 1/3  1/3 1/3  1/3 1/3  1/3 1/3  Population Populat  1959—1/2 by Primary F.  1/2 by Population; I  Per Cent Particip  State  50  50 State & County  50 State & City  101	A Formula, 1960-61 <sup>2</sup>	

<sup>&</sup>lt;sup>1</sup> In some cases the State, county and city are cooperating in matching Federal interstate funds.
<sup>2</sup> In a study to determine the improvement costs for interstate highways, Illinois was found have 5.128 per cent of the Nation's total. The 1958 Act apportioned interstate funds to Illinois the year ending June 30, 1960 on this factor.

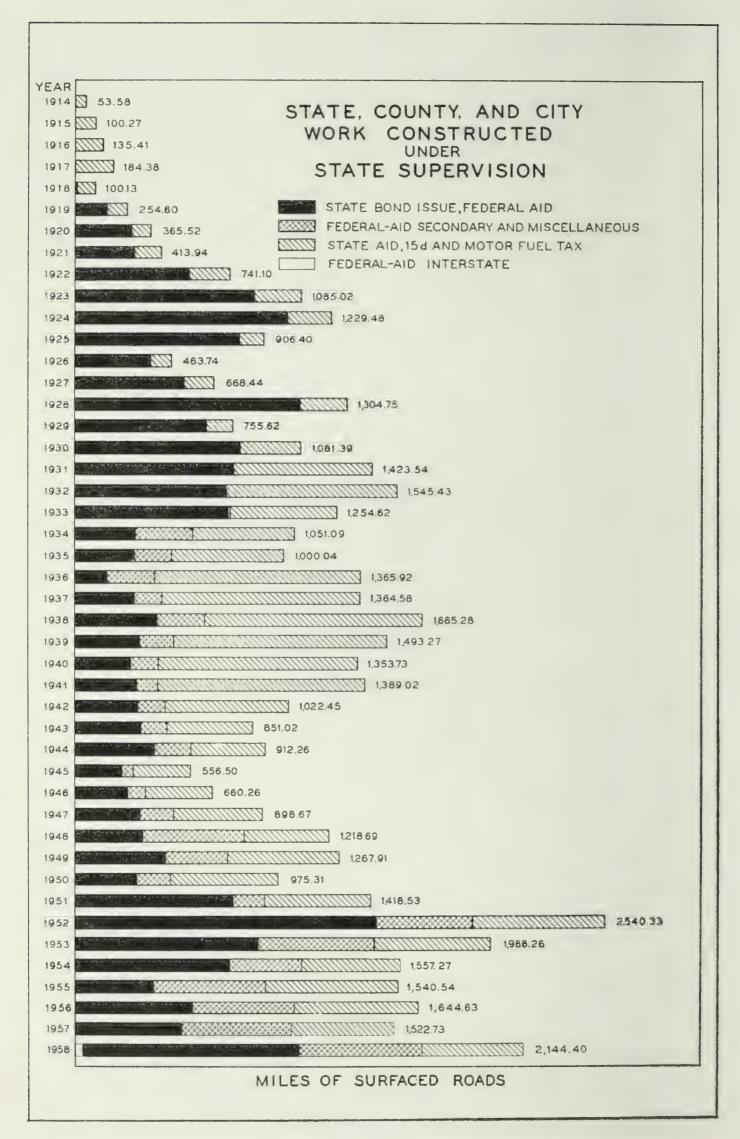


Figure 3.

SUMMARY 5

TABLE 1.—PAVEMENT MILEAGE CONSTRUCTED ON THE STATE, COUNTY, CITY, AND TOWNSHIP SYSTEMS UNDER THE SUPERVISION OF THE STATE.

	\$	State System	1			Total	
Year	Federal-aid Interstate <sup>1</sup>	Other Primary	Secondary <sup>2</sup>	County System	City MFT	State, County, and City Work	Townsh: Work <sup>4</sup>
114				53.58		E9 E0	
914						53.58	
915				100.27		100.27	
916				135.41		135.41	
17				184.38		184.38	
18		6.77		93.36		100.13	
		152.54		102.06		254.60	
		270.60		94.92		365,52	
		285.62		128.32		413.94	
22		546.95		194.15		741.10	
23		858.31		226.71		1, 085.02	
		1,018.21		211.27		1, 229, 48	
25		786.86		119.54		906.40	
26		361.79		101.95		463.74	
27		522.98		145.46		668.44	
28		1,075.27		229.48		1, 304.75	
29		629.51		126.11		755.62	
30		790.22		291.17		1,081.39	
1		759.87		663.67		1, 423.54	
32		726.86		818.57		1, 545.43	
		730.55	10.97	513.10		1, 254.62	
		287.91	275.10	397.53	90.55	1, 051.09	
		287.35	176.75	399.00	136.94	1,000.04	
36		154.69	230.01	752.69	228.53	1, 365.92	
		284.63	131.26	649.00	299.69	1, 364.58	
00		392.91	228.03	780.92	263.42	1, 665, 28	
89		309.96	163.68	726.43	293.20		
						1, 493.27	
		268.55	131.31	677.74	276.13	1, 353.73	
11		295.04	102.12	740.50	251.36	1, 389.02	
12		300.31	3131.35	443.53	147.26	1,022.45	
13		315.67	3127.70	320.34	87.31	851.02	
		380.38	3175.85	257.41	98.62	912.26	
15		224.62	356.02	204.74	71.12	556.50	
		250.37	87.46	222.10	100.33	660.26	8. 176
17		5311.32	159.51	293.88	133.96	898.67	8, 504
18		5324.14	487.38	270.40	136.77	1, 218.69	6, 419
19		5434.13	298.41	353.79	181.58	1, 267.91	7, 047
50		$^{5}295.70$	[ 164.73 [	354.40	160.48	975.31	
51		5756.97	150.92	343.94	166.70	1, 418.53	
52		51,441.27	460.47	438.28	200.31	2, 540.33	642
53		5872.12	562.19	323.34	230.61	1, 988.26	1,666
54		5741.82	343.49	267.73	204.23	1, 557.27	1,809
55		5371.86	535,69	331.65	301.34	1, 540.54	2,018
56		5560.61	491.05	334.19	258.78	1,644.63	1, 646
57		5510.96	524.93	273.17	213.67	1, 522.73	1, 753
58	37.37	51, 035.49	588.33	238.95	244.26	2, 144.40	1, 612
Totals	37.37	20, 931.69	6, 794.71	14, 929.13	4,777.15	147, 470.05	641, 297

<sup>&</sup>lt;sup>1</sup> Previous to 1958, interstate work was included in the column showing primary mileage.

<sup>&</sup>lt;sup>2</sup> Includes surfacing constructed with State and Federal funds on State-aid or Federal-aid secondary routes, access roads not on the State system, and mileage built in State parks, State institutions, etc.

<sup>&</sup>lt;sup>3</sup> Includes access roads not on the State system.

<sup>4</sup> Oiled earth not included.

<sup>&</sup>lt;sup>5</sup> Includes widening of existing portland cement concrete pavement with portland cement concrete prior to surfacing with bituminous concrete. Mileage of widening (most of which has been surfaced with bituminous concrete) was as follows: 1947—5.77 miles; 1948—6.86 miles; 1949—40.35 miles; 1950—73.29 miles; 1951—282.74 miles; 1952—523.59 miles; 1953—246.79 miles; 1954—192.86 miles; 1955—56.07 miles; 1956—90.23 miles; 1957—68.19 miles; 1958—130.53 miles.

<sup>&</sup>lt;sup>6</sup> The figures for 1946 through 1952 are the mileages approved for construction and those for 1953 through 1958 are the mileages actually constructed.

The share of interstate allotments to Illinois increased from about 4.7 per cent under the formula for allocating interstate funds of the 1956 Act to 5.128 per cent in the 1958 Act. This increase together with the 25 per cent higher appropriation for interstate highways increased the interstate allocation in Illinois from \$93.7 million for 1959 to \$127.6 million for 1960, an increase of over 36 per cent.

The allocation of primary, urban, and secondary Federal aid also increased as indicated in the comparison of the 1959 and 1960 years; primary Federal aid increased 2 per cent, urban 3 per cent, and secondary 2 per cent.

3. DESIGN.—Contracts awarded for improvement of State highways during 1958 amounted to \$231,644,896.13. This includes contracts awarded by the State, Cook County, and the City of Chicago. In addition, agreements for highway work to be done by others amounted to \$8,854,686.56 which included improvements to intersections and connections to toll roads at \$4,660,880.00, contract maintenance amounting to \$2,520,324.49, and additions and betterments and work incidental to State highway contracts costing \$1,673,482.07.

A preliminary summary of contract awards by class of government awarding the contract and by highway system follows:

	Interstat	е	Primary		Primary Secondary		Total	
Class of Government  State of Illinois Cook County City of Chicago	Amount \$50, 119, 684 15, 470, 760 24, 476, 172	Per Cent 55.6 17.2 27.2	Amount 	Per Cent	A mount	Per Cent 100.0	Amount \$166, 908, 791 40, 259, 933 24, 476, 172	Per Cent 72.0
Total	\$90, 066, 616	100.0	\$110, 396, 113	100.0	\$31, 182, 167	100.0	\$231, 644, 896	100.
Per cent of total	38.9	1	47.6		13.5		100.0	ı

As shown above 38.9 per cent of all contract awards were for the interstate system, 47.6 for other primary highways, and 13.5 per cent for secondary roads. Contracts awarded by the State amounted to 72.0 per cent, Cook County 17.4 per cent, and those by the City of Chicago 10.6 per cent of all State highway contracts.

The recapitulation of the work involved in contract awards and the list of individual contracts with a brief description of each is given in Section IV, Design, of this report.

4. CONSTRUCTION.—In 1958 the State completed 1,661.19 miles of highway improvements. Other work consisted of placing 1,487,523 sq. yds. of intermittent resurfacing; grading 34.63 miles under separate contracts; constructing 108 new bridges, widening 13, and repairing 26; and building 70 grade separation structures, widening 1, and repairing 7.

The 1.661.19 miles of highways completed during the year consisted of 37.37 miles on interstate highways, 1,035.49 on other primary highways, and 588.33 on secondary roads.

7

Table 1 and Figure 3 summarize the mileage of highways completed annually by the State and by local governments working under State supervision. The sum of the mileages constructed as shown in this table exceeds the existing mileage because reconstruction and resurfacing duplicate much of the mileage of original construction.

5. MAINTENANCE.—In 1958 a total of 14,452 miles of pavement was maintained by the State, of which 52 miles were on expressways in Cook County. In addition about 687 miles of city streets, beltlines, and bypasses were maintained directly by the State or by the cities under joint city-State agreement.

The cost of maintenance and operation of State highways in 1958 was \$27,984,062.13 which included \$993,575.60 for maintaining expressways indicated above. In addition the cost for maintaining belt-lines and bypasses used as State routes amounted to \$546,423.86.

The cost per mile for maintenance and operation excluding city and expressway maintenance was \$1,874.37 or an increase of 9.4 per cent over that of 1957.

6. FINANCING.—Table 2 summarizes the receipts and disbursements of the Division of Highways during 1958. The net revenue available to the Division in 1958 was \$237,791,537.67 or 46.9 per cent greater than the \$161,848,742.39 received in 1957.

Expenditures of \$250,144,379.22 for 1958 was 57.8 per cent more than that for 1957. This increase is accounted for largely by the tremendous increase in construction costs as work on the interstate system got under way.

Principal paid on State highway bonds amounting to \$7,552,000 left \$7,035,000 outstanding at the end of 1958. Payment was made from the Road Fund to Cook County in the amount of \$3,780,000 for service on the \$245 million expressway bond issue of which \$40 million was issued in 1955, \$10 million in 1957, and \$50 million in 1958.

7. LOCAL ROADS AND STREETS.—Tables 3, 4, and 5 show the motor fuel tax allotted to the counties, cities, and townships and the amount withdrawn by these local governments for construction and maintenance of roads and streets under their jurisdiction.

Using motor fuel tax allotments and working under State supervision the counties completed 238.95 miles of surfacing, oiled 3.46 miles, graded 2.82 miles under separate contract and constructed 38 bridges; the cities surfaced 244.26 miles and oiled 1.07 miles of city streets, graded 0.34 mile, and built 13 bridges; and the townships surfaced 1,612.23 miles, oiled 236.56 miles, and built 35 bridges.

The allotment to each local government and the use of these funds are given in detail in Section XI, Local Roads and Streets, of this report.

TABLE 2.—SUMMARY OF THE REVENUES AVAILABLE TO AND EXPENDITURES BY THE ILLINOIS DIVISION OF HIGHWAYS DURING 1958. <sup>1</sup>

AMOUNTS AVAILABLE	
ROAD FUND REVENUES:  Motor licenses and operators' license fee receipts \$ 95, 583, 744.21  Less Administration and collection costs 9, 456, 711.63	\$ 86,127,032.58
Motor fuel tax deposited in Road Fund.  Counties' contribution to Federal-aid secondary projects.  Miscellaneous collections and refunds.  Federal aids and grants.  Fines and penalties	$46,864,864.08 \\ 4,561,034.05 \\ 2,485,247.78 \\ 107,089,299.33 \\ 431,634.61$
Subtotal	\$ 247, 559, 112.43 2 11, 056, 070.73
	\$ 236, 503, 041.70
MOTOR FUEL TAX REVENUES:	
Gross receipts from motor fuel tax	
expense	
(Net)	
Allotted to municipalities (Net). 42,847,997.56 Allotted to townships and road	
districts	
Fund 46, 864, 864.08 148, 299, 241.48	1,288,495.97
Total net revenue all funds  Balance on Hand January 1, 1958	\$ 237, 791, 537.67 30, 419, 875.98
Total	\$ 268, 211, 413.65
AMOUNTS SPENT	
DIRECT EXPENDITURES BY DIVISION OF HIGHWAYS FOR:	
Construction	
Administration and engineering	\$ 242, 154, 939.22 ———————————————————————————————————
DEBT SERVICE \$100,000,000 HIGHWAY BONDS:	
Interest	7, 989, 440.00
Total expenditures by Division of Highways	\$ 250, 144, 379.22 61, 221, 413.79
Total expenditures (and loans) by Division of Highways  BALANCE ON HAND DECEMBER 31. 1958	\$ 251, 365, 793.01 16, 845, 620.64
Total	\$ 268, 211, 413.65

<sup>&</sup>lt;sup>1</sup> Does not include State Garage Revolving Fund: opening balance \$205,781.33, receipts \$1,789,359.71, expenditures \$1,694,080.95, and closing balance \$301,060.09.

<sup>&</sup>lt;sup>2</sup> Includes \$97,677.24 employees' compensation, \$70,996.69 treatment expense of injured employees, \$9,501,899.06 for policing of highways, \$214,385.77 for architecture and engineering, \$260,084.91 for operating the Safety Responsibility Department in the Secretary of State's Office, and \$911,027.06 to Land and Office Building—Cook Co.

<sup>&</sup>lt;sup>3</sup> Includes \$3,780,000.00 paid Cook County for service on expressway bonds.

<sup>&</sup>lt;sup>4</sup> Includes \$19,042,343.70 for administration and engineering, \$2,477,002.16 for highway buildings, and \$32,051.85 for weighing stations.

<sup>&</sup>lt;sup>5</sup> Includes \$1,288,362.74 for administration expense of Motor Fuel Tax Law, \$1,742,402.04 State-wide highway planning survey, \$318,790.89 for administering the safety responsibility law, and \$488,133.60 for Transportation Study of Chicago Metropolitan Area.

<sup>6</sup> Construction on State highways to be paid from county and city funds.

9 SUMMARY

# TABLE 3.—STATE-COLLECTED REVENUE AVAILABLE TO AND WITHDRAWN BY THE COUNTIES OF ILLINOIS DURING 1958.

#### AMOUNTS AVAILABLE AVAILABLE BALANCES, JANUARY 1, 1958: 7, 510, 050.95 12, 135, 813.19 \$ 19,645,864.14 ALLOTMENTS DURING YEAR: Cook County—Motor fuel tax \$ 14,728,999.19 Down-State Counties—Motor fuel tax 16,067,999.07 30, 796, 998, 26 Total State-collected revenues available..... \$ 50,442,862.40 AMOUNTS WITHDRAWN Motor Fuel Tax Withdrawn Down-State Purpose Coek County Counties Total 10, 099, 935.35 1, 014, 886.26 2, 354, 783.36 2, 712, 607.89 Construction .....\$ 6, 753, 286.82 \$ 3, 346, 648.53 Right-of-way ..... Engineering .... 284, 286.37 730, 599.89 768, 681.80 1, 586, 101.56 FAS matching ..... 2,674,269.75 38, 338.14 Maintenance ..... 6, 250, 889.67 6, 250, 889.67 4, 582, 511.11 Debt retirement ..... 4,771,129.88 188,618.77 Miscellaneous ..... 45, 057.18 700,836.75 745, 893.93 Totals .....\$ 12,472,161.42 \$ 15, 477, 964.92 \$ 27, 950, 126.34 AVAILABLE BALANCES, DECEMBER 31, 1958: Cook County—Motor fuel tax fund..... Down-State Counties—Motor fuel tax fund..... 9,766,888.72 12, 725, 847.34 22, 492, 736.06 \$ 50, 442, 862.40 <sup>1</sup> Down-State counties refers to all counties excepting Cook County. TABLE 4.—STATE-COLLECTED REVENUE AVAILABLE TO AND WITHDRAWN BY THE MUNICIPALITIES OF ILLINOIS DURING 1958. AMOUNTS AVAILABLE \$ 83, 492, 693, 79 AMOUNTS WITHDRAWN FUNDS WITHDRAWN BY MUNICIPALITIES FOR: ...... \$ 36,078,605.20 Construction ..... 924, 804.28 2, 552, 493.01 Right-of-way Right-of-way ..... Engineering ..... 8, 340, 306.97 4, 352, 490.08 17, 328.89 52, 266, 028.43 31, 226, 665.36 Total ..... \$ 83, 492, 693, 79 TABLE 5.—MOTOR FUEL TAX AVAILABLE TO AND WITHDRAWN BY COUNTIES FOR TOWNSHIP AND ROAD DISTRICT ROADS DURING 1958. AMOUNTS AVAILABLE 15, 615, 550.88 13, 389, 999, 24 29,005,550.12 AMOUNTS WITHDRAWN AMOUNTS WITHDRAWN FOR: Construction ..... 8, 635, 561.11 $45, 442.92 \\ 719, 086.69$ Right-of-way ..... 4, 057, 755.17 15, 629.17 6,905,7513, 480, 380.81 15, 525, 169.31

Total .....

29,005,550.12

# EMPLOYEES WHO HAVE SERVED 25 YEARS OR MORE

Sperry W. Aldrich Harry J. Alton E. Dean Antrobus Bernard Atkin Luther R. Bailey Joseph A. Bangiolo Evaline Barchman James M. Barkman Wayne F. Barney Elmer Baseman Earle M. Bastian Norman Beggs Helen L. Berry Walter R. Berry Fremont H. Blandin George A. Blauvelt John A. Blietz Irwin C. Bliss George M. Bohlig William J. Bolling Frank W. Boriske B. M. Borrud George D. Bort Marion P. Boulden Harold H. Bowen Louis Bowman Louis Bowman
Arthur C. Braming
Daniel A. Branigan
James R. Branton
Herbert C. Bright
Kenneth L. Brown
Harold G. Buchanan Bullard Lena Bundy James L. Burnett Warren E. Burr Henry C. Buser Genevieve Cain Barnett Campbell
Jane Carr
Earl W. Carter
Homer D. Catt
W. E. Chastain, Sr.
Cecil E. Chenoweth
George W. Chenoweth
Edwin R. Clemmons
Loftus J. Collamore
Leland J. Colvin
D. R. Connor
Joseph B. Conroy
Hazel M. Constant
Russell S. Cooke
Charles G. Corcoran
Dallas M. Costello
David Crawford
Verla C. Crawley
Arthur S. Crom
Thomas O. Cromeenes Barnett Campbell Thomas O. Cromeenes Edgar M. Crump Charles E. Cullen Nathaniel B. Curran Edmund F. Curtin, Sr. John J. Cychol
Earl K. Damotte
Edward V. Damotte
John R. Danzer Lewis E. Davidson Jack Day Roy J. Devine
Henry E. Diers
Harold K. Dolbow
Dorothy F. Dorr Frank A. Dragoun
Joseph P. DuFour
Joy W. Dull
William M. Dutelle
Fred A. Dykins

Arthur N. Edwards Lloyd J. Elfline Albert B. Elliott Albert B. Elliott
Clarence W. Engel
Arthur J. Feickert
Albert H. Ferger
Robert E. Ferguson
John R. Fiedler
Arthur Fogde
Oscar Frost
Harold B. Gegal
Richard W. Gerling
Ralph G. Gher
Katherine V. Glynn
Harry Goodnow Katherine V. Glynn
Harry Goodnow
Robert G. Gove
Harry P. Graham
John Grayhack, Jr.
Charles E. Grosskoff
Earl McK. Guy
Elmer E. Hagglund
Helen M. Hanselman
Ralph W. Hansen
Frank W. Hansford
George W. Harney
Hugo A. Harold
Robert E. Haroldson
Harry H. Harrison
Clifford E. Hart Clifford E. Hart Ernest D. Harward LeSueur H. Hendrick Jerome F. Herlihy Christian L. Heuer Paul Hieber Paul Hieber
Robert K. Hopkins
Frank M. Hopper
Vance E. Hopper
Frank V. Houska
Mame C. Howard
Otis C. Isenbarger
Ray O. Jackson
A. Noel Jamison
Kenneth A. Johnsen
Theodore B. Johnson
Ben M. Jones, Jr. Ben M. Jones, Jr. Charles N. Jones George B. Jones John G. Keller Henry E. Kelly Bernard A. Kennedy Thomas C. Kennedy Ronald J. Kenyon Russell G. Kenyon Edmund J. Kern Arthur P. Kettenhofen Theodore R. King Louis H. Kinsella Fred Kirchner Arthur G. Kistler Helen F. Klebes Harvey E. Kline Robert G. Klugman Harry J. Kluss Angela Kortenber William S. Krause Frederick T. Krueger Allen L. Kukral Ole Larsen Bernard A. Lawler Lloyd E. Leka Ralph T. Leslie James D. Lindsay Marian Lindsay
Myron K. Lingle
William H. Lockhart
Murrel E. Loffland

Roy B. Longhta Glen M. Longley Randolph A. Lonier George L. Lord Thomas E. Lowery Eddy Lund J. Rolland Lyons Lucille F. Mackay William J. Mackay William D. MacLeod Marianna Madden Donald S. Magowan Paul J. Malay
Enos O. Manon
Harry G. Marshall
W. M. Marshall W. M. Marshall
James H. Martin
Fred C. Mason
Cyril P. Mathy
John D. Mattison
John W. McCarty
Allen J. McClintick
Herbert V. McCoy
Walton A. McCree
John L. McCumber
William T. McCune
Gordon S. McDonald
Jackson H. McDonald Jackson H. McDonald Agnes L. McDonnell Eileen R. McFall Eileen R. McFall
Mildred McLaughlin
Charles B. McNelly
Allen D. McReynolds
Merton M. Memler
Aloysius W. Miller
Joseph H. Miller
Joseph L. Miller
Josephine Miller
Lohn P. Mills John P. Mills Fred W. Moore Willard O. Moore Theodore F. Morf Theodore F. Morf
Leo A. Murphy
Robert B. Murphy
Fred C. Nehren
Claude R. Nicholson
Gordon J. Nicholson
Thomas H. F. Norris
Vivian E. O'Donnell
Lumer Olsan
Harold L. Owen
Pritchett R. Patterson
S. Emmons Patterson S. Emmons Patterson Paul R. Pearson Maurice G. Peter Spencer M. Peters Marie Poppe Errett A. Post
Stona N. Powell
Neil F. Pruitt
Wesley C. Pruitt
Jerry E. Raffensperger Edwin J. Raich Fred L. Ray Dice Reamsnider Lawrence C. Reime Charles N. A. Richards T. V. Richardson Edward W. Riefler H. Harold Roberts Harold Roberts
Harold W. Roebuck
V. M. Romine
Ethel D. Ronan
Ellis G. Ross, Jr.
Winfred B. Rossiter
Howard W. Russell

Earl S. Rynearson Harold E. Sanders William A. Sausaman Charles G. Saville Teofil O. Sawicki Isaac C. Sawyer Henry O. Scheer Roland E. Schermerhor Roland E. Schermerhorn Louis Schlaefli William H. Schneider Robert E. Scribner Mary Frances Seabright Ralph W. Seabright Elmer O. Sellers George H. Shanahan Richings J. Shand, Jr. J. R. Shelburne Everett L. Sherertz Harold I. Shively Donald E. Slack Ardis Smith Ardis Smith
Charles L. Smith
James A. Smith
Terry P. Smith, Jr.
Henry G. Spoerl
Lawrence Spooner
Lloyd A. Springer
Dick D. Starke
Arthur R. Steese
LuRenna C. Steinritz
Viola L. Suhr
Mary Taposik
Julian A. Taylor Mary Taposik
Julian A. Taylor
Noel F. Thomas
Bernard W. Tilley
Robert H. Tittle
Joseph L. Todd
Arthur C. Tosetti
William H. Townsend
Herbert J. Truman
Helen M. Turner
J. P. Tuthill
Clarence C. Uhl Clarence C. Uhl Raymond H. Underhill John L. VanDeusen Leo L. Vogt Charles J. Vranek Leo L. Vogt
Charles J. Vranek
Glenn G. Waddington
Carl M. Wahl
Hyman F. Walder
R. B. Walters
Ruth Ward
R. A. Watson
Carl O. Wehrman
Okla Genevieve Well
Changey H. Wells Chauncey H. Wells Joseph P. Welsch William E. Westwood George Wildeson Louise M. Wil Carl H. Wiley Robert D. Wiley
S. Ernest Wiley
Arthur D. Williams
Paul M. Williford Paul M. Williford
J. Mortimer Wilson
Wesley D. Wilson
Gertrude E. Winn
Alfred T. Winston
Fred G. Wishart
Wilmer H. Woelfer
Walter B. Worsham
Edward N. Wyman
Charles H. York
Harry W. Zieseniss
Waldemar H. Zumstein

Bernard W. Lollar

## II. FINANCING

1. GENERAL.—Financing the improvements and maintenance of the system of State highways in Illinois involves the expenditure and recording of large sums of money annually. Budgeting, accounting, and auditing of highway funds are the responsibility of the Bureau of Administrative Service. Through this Bureau vouchers are issued and records kept of all financial transactions in highway funds; detailed records are made of maintenance and construction costs on each section of State highway; State highway funds expended by local governments are audited annually; budgets are prepared; Division personnel records are kept; and statistical reports are issued periodically concerning all phases of highway financing in Illinois.

Summarization of State highway finance is portrayed in the discussion and tables which follow.

- 2. RECEIPTS, EXPENDITURES, AND BALANCES.—Detailed information concerning financial transactions of State highway funds is given in Table 11. Revenues and expenditures for State highway purposes in 1958 exceeded any previous year. The increase in highway revenue over 1957 was 29.8 per cent, which was principally accounted for by a very large increase in Federal-aid reimbursements.
- (a) Receipts.—During 1958 a total of \$359,795,533.79 of highway revenue was deposited in the State Treasury. Not all of this was available for primary highway work. Of the \$149,587,737.45 motor fuel tax collected, refunds to nonhighway users, collection costs, and allotments to counties, cities, and townships and to the Grade Crossing Protection Fund totaled \$101,434,377.40, leaving \$48,153,360.05 to the Division of Highways. Likewise, included in the \$95,583,744.21 received from registration fees there were collection costs, payments to the State highway police, reserve for retirement of State highway bonds, and allowance for miscellaneous items which when deducted left \$67,140,961.85 available to the Division of Highways. Table 11 shows of the total of highway receipts amounting to \$359,795,533.79, after the deductions mentioned above \$229,861,537.67 remained for construction, engineering, and maintenance by the Division of Highways.

The following tabulation shows a comparison of State highway receipts for 1957 and 1958.

·			Chan	ge
Type of Receipt	1957	1958	Amount	Per Cent
Registration fees Federal aids and grants Miscellaneous collections Motor fuel tax	\$ 89, 472, 754, 46 32, 899, 818, 43 8, 239, 404, 31 146, 423, 663, 62	\$ 95, 583, 744, 21 107, 089, 299, 33 7, 534, 752, 80 149, 587, 737, 45	\$+6, 110, 989.75 +74, 189, 480.90 -704, 651.51 +3, 164, 073.83	$   \begin{array}{r}     +6.83 \\     +225.50 \\     -8.55 \\     +2.16   \end{array} $
Total regular receipts	\$277, 035, 640.82	\$359, 795, 533.79	\$+82,759,892.97	+29.87
Receipts from General Revenue Fund	155, 513.08		155, 513.08	-100.00
Total receipts available	\$277, 191, 153, 90	\$359, 795, 533.79	\$+82,604,379.89	+29.80

(b) State Highway Expenditures.—The amount expended by the Division, \$250,144,379.22 in 1958, exceeded that of 1957 by \$91,646,214.95, or 57.8 per cent, while the total State highway expenditures and advances to local governments for highway purposes was up 36.5 per cent when compared with that of 1957. The tabulation which follows compares the amounts expended in 1958 with those of the previous year.

			Chan	ge
Expenditures by or for	1957	1958	Amount	Per Cent
Division of Highways Counties Municipalities Townships and road districts Grade crossing protection Other State departments	\$158, 498, 164.27 32, 040, 434.03 45, 153, 664.06 12, 210, 297.43 103, 262.64 30, 316, 197.95	\$250, 144, 379, 22 28, 116, 818, 19 53, 377, 586, 73 13, 480, 380, 81 179, 096, 67 34, 612, 164, 70	\$+91, 646, 214.95 -3, 923, 615.84 +8, 223, 922.67 +1, 270, 083.38 +75, 834.03 +4, 295, 966.75	+57.82 $-12.28$ $+18.20$ $+10.40$ $+73.44$ $+14.17$
Total	\$278, 322, 020.38	\$379, 910, 426.32	\$+101, 588, 405.94	+36.50

(c) Balances.—The closing balance in all State highway funds at December 31, 1957 was \$106, 947,949.59 as shown in the 1957 Annual Report. At the end of 1958 a total balance of \$86,833,057.06 remained in all highway funds. Of this amount only \$16,787,580.64 was available for commitments of the Division of Highways, against which liabilities for contracts in force and reserves for other construction work and commitments amounted to \$143,057,073.16. The following tabulation shows the balances in the various accounts at January 1, and at December 31, 1958.

	Balan		
Fund	January 1, 1958	December 31, 1958	Change
Road Fund.	\$28, 934, 665.22	\$15, 360, 276.65	\$—13, 574, 388.57
Motor Fuel Tax Fund. Division of Highways Counties Municipalities Townships and road districts State Treasurer, relief bonds	1, 485, 210.76 19, 645, 864.14 40, 644, 696.23 15, 615, 550.88 225.00	1, 485, 343.99 22, 492, 736.06 31, 226, 665.36 15, 525, 169.31 225.00	+133.23 +2,846,871.92 -9,418,030.87 -90,381.57
Grade Crossing Protection Fund	621, 737.36	742, 640.69	+120, 903.33
Totals	\$106, 947, 949, 59	\$86, 833, 057.06	\$-20, 114, 892.53

3. SOURCES OF STATE HIGHWAY REVENUE.—The sources of funds for highway purposes in Illinois are (a) vehicle registration fees, (b) motor fuel tax, (c) Federal aids, (d) State general revenue fund appropriations, and (e) miscellaneous collections.

TABLE 6.—DETAIL OF HIGHWAY REVENUES FOR CALENDAR YEAR 1958.

Motor license and operators' license   fees.   \$95,583,744.21			
Federal aids and grants:   Regular Federal-aid program			
Regular Federal-aid program	Motor license and operators' license fees	\$ 95,583,744.21	
Federal urban program	Regular Federal-aid program \$24,596,466.16		
Federal interstate program	Federal secondary program 11,020,863.07		
Bureau of Public Roads   administrative fund   5, 216, 046.081			
Total Federal aids and grants	Bureau of Public Roads		
Miscellaneous collections:   Public Safety deposits   \$ 22,368.88   Reimbursement of expenses   995,277.53   Possible Reimbursements from counties for construction advances   250,180.50   Reimbursement from counties for right-of-way advances   6,000.00   Reimbursement from municipalities for construction cost advances   4,561,034.05   Reimbursement from municipalities for construction cost advances   1,211,420.87   Fines and penalties   1,211,420.87	administrative fund 5, 216, 046.081		
Public Safety deposits	Total Federal aids and grants	107, 089, 299.33	
Reimbursement of expenses	Miscellaneous collections:		
Reimbursements from counties for construction advances			
Construction advances	Reimbursement of expenses 995, 277.53		
Reimbursement from counties for right-of-way advances			
Reimbursement from counties for secondary road construction	Reimbursement from counties for		
Secondary road construction			
Reimbursement from municipalities for construction cost advances.   1,211,420.87   Fines and penalties   431,634.61     Total miscellaneous collections   7,477,916.44   46,864,864.08     Total Road Fund revenues   \$257,015,824.06     Motor Fuel Tax Revenues   \$257,015,824.06     Motor fuel tax collected   \$149,587,737.45   \$5pecial deposit to Motor Fuel Tax Fund—Counties   56,836.36   \$149,644,573.81     Less amount transferred to Road Fund   \$46,864,864.08   Amount transferred to Grade Crossing Protection Fund   300,000.00   47,164,864.08     Total Motor Fuel Tax Fund revenues   102,479,709.73     Grade Crossing Protection Fund Revenues   300,000.00   47,164,864.08     Total revenues, all funds   \$359,795,533.79			
Fines and penalties	Reimbursement from municipalities		
Total miscellaneous collections. 7, 477, 916, 44 Transfers from Motor Fuel Tax Fund. 46, 864, 864, 08  Total Road Fund revenues. \$257, 015, 824.06  Motor Fuel Tax Revenues: \$149, 587, 737.45 Special deposit to Motor Fuel Tax Fund—Counties 56, 836.36 \$149, 644, 573.81  Less amount transferred to Road Fund \$46, 864, 864.08     Amount transferred to Grade Crossing Protection Fund. 300, 000.00 47, 164, 864.08  Total Motor Fuel Tax Fund revenues. 102, 479, 709.73  Grade Crossing Protection Fund Revenues: 300, 000.00  Total revenues, all funds \$359, 795, 533.79			
Transfers from Motor Fuel Tax Fund.       46,864,864.08         Total Road Fund revenues.       \$257,015,824.06         Motor Fuel Tax Revenues:       \$149,587,737.45         Special deposit to Motor Fuel Tax Fund—Counties       56,836.36       \$149,644,573.81         Less amount transferred to Road Fund Amount transferred to Grade Crossing Protection Fund.       300,000.00       47,164,864.08         Total Motor Fuel Tax Fund revenues.       102,479,709.73         Grade Crossing Protection Fund Revenues:       300,000.00         Total revenues, all funds       \$359,795,533.79	rines and penalties 451, 054.01		
Motor Fuel Tax Revenues:  Motor fuel tax collected	Total miscellaneous collections  Transfers from Motor Fuel Tax Fund		
Motor fuel tax collected	Total Road Fund revenues		\$257, 015, 824.06
Special deposit to Motor Fuel Tax Fund—Counties	MOTOR FUEL TAX REVENUES:		
Tax Fund—Counties       56,836.36       \$149,644,573.81         Less amount transferred to Road Fund Amount transferred to Grade Crossing Protection Fund       300,000.00       47,164,864.08         Total Motor Fuel Tax Fund revenues       102,479,709.73         Grade Crossing Protection Fund Revenues:       300,000.00         Transfers from Motor Fuel Tax Fund       300,000.00         Total revenues, all funds       \$359,795,533.79	Motor fuel tax collected \$149, 587, 737.45		
Less amount transferred to Road Fund \$ 46,864,864.08         Amount transferred to Grade Crossing Protection Fund       300,000.00       47,164,864.08         Total Motor Fuel Tax Fund revenues       102,479,709.73         Grade Crossing Protection Fund Revenues:       300,000.00         Transfers from Motor Fuel Tax Fund       300,000.00         Total revenues, all funds       \$359,795,533.79	Special deposit to Motor Fuel	\$140 C44 579 O1	
Amount transferred to Grade Crossing Protection Fund 300,000.00 47,164,864.08  Total Motor Fuel Tax Fund revenues	Tax Fund—Counties 50, 850.50	\$149,044,010.01	
Crossing Protection Fund         300,000.00         47,164,864.08           Total Motor Fuel Tax Fund revenues			
Total Motor Fuel Tax Fund revenues	Amount transferred to Grade	47, 164, 864, 08	
Grade Crossing Protection Fund Revenues:  Transfers from Motor Fuel Tax Fund			
Transfers from Motor Fuel Tax Fund	Total Motor Fuel Tax Fund revenues		102, 479, 709.73
Total revenues, all funds	GRADE CROSSING PROTECTION FUND REVENUES:		
	Transfers from Motor Fuel Tax Fund		300,000.00
	Total revenues, all funds		\$359, 795, 533.79

<sup>&</sup>lt;sup>1</sup> Federal funds received from Bureau of Public Roads administrative funds representing the shares of the Federal government, other States and other organizations in that portion of the AASHO Test Road which was financed by the State of Illinois.

1										7	
car a	Motor License and Operators' License Fees	Federal Aid	Miscellaneous	Motor Fuel Tax <sup>1</sup>	Total	Bond Funds 60M and 100M Issues	Motor Fuel Tax Fund	Grade Crossing Protection Fund	Trust Fund	General Revenue Fund Allocations for Highway Purposes	Total
1 1	\$ 74, 552.59 364, 708.03							1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		
f 1 r r	700, 233.00		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		499, 802, 45				7 9 1 6 1 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$ 48,747.07	
!	903, 2	1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		28.4				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	140 938.11	801, 171.
	1, 629, 445, 26			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1, 238, 483, 92		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	236, 651.02	1, 475, 134.
!	770,0		\$ 85.00						1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	69, 529.12	698,
t	3, 236, 418, 71	\$ 527, 709, 65 5 107, 080, 40	1, 443.50		765, (						3,770,169.
0 2	862.	3, 802, 430, 46	221.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11, 111, 995.56	4 700 477 70	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f		11, 111, 995.
1	904, 2	334	132, 495.		770	19 023 966 76		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		15, 595, 679.
1	689,	276.			082, 464	24, 100, 867, 70		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		794,
ł	050,	3, 565, 058, 69	0.45	1 1 1 2 1 2 1 2 1 1 2 1 2 1 2 1 2 1 2 1	422,	221, 526, 300.00				]	36, 185, 532.
1	037		914, 200, 69	2 1 1 2 2 1 1 1 2 9 1 2	283,	300				1	113,
1 1	589	997, 912	216, 671, 59	\$ 3 053 047 79	99 756 007 90			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4,863.73	146,
1	069	4,054,652.00		2, 439, 728, 14		25, 157, 100.00		3 1 2 2 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	559.	)48,
1	17, 035, 596.03	065.6	193.1		971.	19, 566, 600, 00	\$ 1.616.185.06	3 1 1 1 1 1 2 4 1 1 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	296, 531.80	334,
1	353,	089, 891.	990	14,813.95	805,	6000	34, 175, 312, 05	2 4 7 1 1 4 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	374, 021. 42	528,
1	201,	4 888 086 14	293, 793, 69		595, 387.		222,	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	585	60, 041, 413
1 1	1	271.		902, 102.99	688,	1, 983, 500.00	090	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	27, 801.78	469,
Ł	180	663, 956.		2 6 8 9 9 1 1 0 2 1 3 2 1 3 2 1 7 9 2 1 7 9 1 0 1 1 1 1 1 1	031, 577.	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	31, 920, 300, 65	3 4 7 6 6 6 6 6 6 6 7	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	918.	033,
ŧ	20 3 20 17	8, 880, 882, 56	548.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	,790		771, 511.	2 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	#	63, 037, 957.
i 1	283, 188.	505.	299, 437, 77	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	37, 315, 982, 16	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	433, 014.	# 1		3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	72, 748, 996.
1	754, 616.	194, 477.	231, 517.19	3 3 9 9 9 4 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1	180.	1 1 2 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	30, 536, 348, 00	# # # # # # # # # # # # # # # # # # #		2 8 8 9 1 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	181,
ı	378, 040.	283, 227.	604, 474.51	P	565,	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	327, 572.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	70, 716, 959.
ı	161	5 530, 449, 44	637, 548. 51	1 c d d d d d d d d d d d d d d d d d d	002,	1 0 3 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	286, 015.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	901
1 1	771, 384	970, 309	597, 789, 69	3 t t t t t t t t t t t t t t t t t t t	32, 030, 962.83	J 2 2 3 4 4 4 4 7	648,	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2 2 2 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	679,
1	37, 431.	7, 182, 876.22	735.		380,		584, 819.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1		853,
1	942, 106.	717, 935.		2	300,	4 1 2 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	166, 505	1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	026	616,
1	596, 891.	1, 405, 921.39	4496, 090. 29	3 6 7 1 1 2 2 1 2 1 3 4 1 1 2 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	298, 903.		710.			987 965 11	63 079 278
1 1	192	805	400	2 2 2 3 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	714, 916.	2 2 2 3 5 5 4 9 1 1 2 1	711, 836.	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		420,	099,
1 1	392, 386.	827, 994.	645, 795.	P	50, 366, 175, 70		801, 933.	1 1 3 5 6 7 6 7 1 1 1 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	074.	703, 024.
1	86, 130.	526, 936.	251.	809, 067.	15, 386	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	59 500 595 91		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	189,	445,
ı	137	553, 825.	762, 456.	632, 478.	85,		530, 845		247 061	817,	432, 292.
1	07, 331.	413, 925.	907, 511.	018, 519.	947,	4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	644	# # # # # # # # # # # # # # # # # # #	705	343, 391.77	507, 066.
ı	17, 170.		546, 878.	448, 212.	231, 244.		707, 721.		343,	206	180, 615, 959, 30
1	149 103	8UU, 389.	,000	636, 458.	140, 784, 653.92	4 4 2 3 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	714.		553	336	203
1 1	29, 696	140,812.	105	43 280 613 36		1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	846, 072.		130, 718.46	, 931.	235, 695, 483.3
,	03, 830.	445, 599.	088	701, 119	220,	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	154	\$125,000.00	, t	371.	335,
1	72,	899,	221, 293	511, 615	176 205 481 44	1 1 1 1 1 1 1	590, 789.	300,000.00	8 8 9 0 4 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	288, 821. 22	65.
	83, 744.		477,	864, 864		1	479, 7	300,000.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		277, 191, 153.9
4	994 840 941 81		7.0		24 000 000 000	-				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
÷	10.1+1	\$5.29, 549, 762, 58	401, 106, 102, 72   3	\$340, 477, 529, 52   \$	\$2, 149, 969, 636, 63	\$155, 699, 812, 24   \$	\$1 556 630 609 75	\$1 00 000 TO	01 200 000 20	02 100 001 100	200 000 000

The \$21,526,300.00 shown consists of \$17,624,000.00 from the 60M issue and \$3,902,300,00 from the 100M issue. All Bond Fund receipts before 1924

The amount received from each of these sources has been shown in accompanying tabulations, but little has been said of their source or collection. These are explained briefly in the discussion which follows.

(a) Vehicle Registration Fees.—Fees in this item include State licenses issued for motor vehicles, trailers, drivers and chauffeurs, and for miscellaneous purposes relating to motor vehicles. Registration fees are collected by the Secretary of State and deposited in the Road Fund. Collection expense incurred is payable from the Road Fund.

TABLE 8,-MOTOR VEHICLES REGISTERED IN ILLINOIS, 1911-1958.1

			Number of Ve	hicles Registe	ered	
Registration Year	Passenger Cars	Trucks and Buses	Motorcycles	Trailers	Dealers' Licenses	Chauffeur Registration
911	39, 269		4, 346			
912	68, 012		9, 238 12, 183 14, 852		874	8, 1
313	94, 646		12 183		1 041	13, 1
914	131, 140		14 859		1, 198	17, 8
915	180, 832		15,002		1, 458	
10	040, 004		15, 710		1, 700	22, 9
016	248, 429		14, 931		2, 671	33, 0
17	340, 292				3, 745	43, 6
18	389, 701				3, 548	45, (
19	478, 438	0 . 00	10, 920		4, 960	53, 1
20	503, 762	65, 307	10, 597			69,
21		80, 031	8, 935			69, 2
22	682, 250	99, 876	7, 871		4, 214	56,
23	847, 005	122, 282	7,612		4, 516	92, 8
24	981, 859	141, 706	6, 873	2, 044	4, 488	96, 9
25	1, 101, 943	161, 234	6, 603	3,777	4, 557	99.
26	1, 195, 014	175, 489	6, 156	3, 350	4, 688	102,
27	1, 254, 421	184, 564	6, 135	3, 489	4, 594	100,
28	1, 314, 003	190, 356	5, 826	3, 742	4, 548	94,
29	1, 410, 913	204, 175	6, 055	5, 068	4, 605	106,
30	1, 429, 146	209, 114	6, 245	7, 341	4, 368	108,
31	1, 411, 261	201, 509	5, 811	9, 283	3, 883	
32	1, 311, 783	181, 715	5, 274	8, 950	3, 266	93, ( 70,
33	1, 011, 700		4 050	9, 228	2, 922	
94	1, 276, 864	186, 186	4, 959			66,
34	1, 285, 434	178, 496	4, 766	10, 792	3, 449	70,
35	1, 342, 904	190, 843	5, 291	14, 636	3, 896	78,
36	1, 459, 195	208, 926	5, 924	18, 408	3, 963	90,
37	1, 556, 702	220, 639	6, 490	23, 475	4, 329	97,
38	1, 567, 775	222, 582	6, 848	23, 396	4, 199	88,
39	1, 626, 689	232, 888	7, 227	25, 296	4, 363	123,
40	1, 707, 512	228, 889	7, 742	29, 349	4, 679	135,
41	1, 825, 142	234, 703	7, 672	32, 236	4, 862	141,
42	1, 747, 253	233, 386	9, 242	30, 429	3, 742	141,
43	1, 592, 837	221, 634	8, 247	26, 014	3, 282	125,
44	1, 518, 629	216, 930	8, 381	26, 371	3, 904	125,
45	1, 508, 222	224, 929	8, 834	31, 776	4, 595	142,
46	1, 614, 490	254, 059	16, 016	45, 998	6, 332	193,
47	1, 753, 109	291, 749	22, 506	51, 864	7,028	214,
48	1, 904, 991	317, 048	30, 369	56, 369	7, 603	232,
49	2, 078, 704	336, 044	28, 627	56, 943	7, 349	242,
50	2, 286, 929	362, 713	26, 682	60, 744	7, 347	252,
51	2, 407, 130	382, 335	24, 782	64, 971	7, 560	262,
52	2, 457, 010					
52	2, 500, 010	382, 715	24, 020	68, 079	7, 783	267,
53	2, 580, 669	377, 073	23, 637	72, 699	7, 941	270,
54	2, 694, 251	393, 046	22, 880	80, 545	7, 680	267,
55	2, 858, 869	409, 217	23, 263	90, 249	7, 868	270,
56	2, 984, 584	423, 910	24, 004	104, 549	8, 321	300,
57	3, 076, 362	436, 382	24, 755	116, 493	8, 502	298, 7
85	3, 127, 657	441, 880	33, 436	131, 524	9, 174	301,

<sup>&</sup>lt;sup>1</sup> Reported by Secretary of State.

TABLE 9.—PERCENTAGE OF THE 1958 STATE MOTOR VEHICLE LICENSE FEES PAID BY RESIDENTS OF EACH COUNTY.

	Per Cent o	f Fees Collected		Per Cent o	f Fees Collected
County	In All Counties	In Down-State Counties <sup>1</sup>	County	In All Counties	In Down-State Counties <sup>1</sup>
Adams	.821	1.454	Lee	. 468	.830
Alexander	.144	. 256	Livingston	. 595	1.054
Adams Alexander Bond	. 205	. 362	Logan	. 396	. 701
Bond_Boone_Brown_Bureau_Calhoun_Carroll_Cass_Champaign_Christian_Clark_Clay	. 237	. 420	l Macon	1.371	2.429
Brown	.093	. 165	Macoupin	. 531	.941
Bureau	. 571	1.012	Madison	2.236	3.962
Camoun	.075	. 133	Marion Marshall Mason Massac	. 560	.992
Carroll	.269	.476	Marshall Magan	.183	$\frac{.325}{.397}$
Champaign	$\begin{array}{c c} .219 \\ 1.195 \end{array}$	2.117	Massa	$\begin{array}{c} .224 \\ .195 \end{array}$	.346
Christian	.527	.934	McDonough	.389	,689
Clark	. 233	413	McHenry	1.012	1.794
Clay Clinton Coles	. 244	432	McHenry McLean Menard Mercer Monroe Montgomery Morgan Moultrie Ogle Peoria Perry Piatt Pike Pope Pulaski Putnam Randolph Richland Rock Island Saline	925	1.638
Clinton	. 298	.528	Menard	.142	. 252
Coles	.647	1.147	Mercer	. 232	. 411
COOK	43 625 1		Monroe	.118	. 312
Crawford	287	. 509	Montgomery	. 427	.757
Cumberland	. 111	. 197	Morgan.	. 435	.771
DeKalb	.675	1.196	Moultrie	.184	. 325
DeWitt	. 221	. 392	Ogle	. 520	.921
Douglas	. 287	. 509	Peoria	2.379	4.215
DuPage Edgar Edwards	2.417	4.282	Perry	, 243	.431
Edgar	.328	. 581	Piatt	. 213	.377
Edwards	$.138 \\ .275$	$\begin{bmatrix} .244 \\ .487 \end{bmatrix}$	Popo	0.40	.070
Effingham Fayette Ford Franklin	.285	.505	Pulaski	078	.138
Ford	.272	. 483	Putnam	076	.135
Franklin	.399	.706	Randolph	317	, 561
Fulton	.591	1.047	Richland	. 257	.455
Gallatin	.101	.178	Rock Island	1.634	2.895
Greene	. 232	.411	SalineSangamon	. 339	. 601
Grundy_ Hamilton	.311	. 551	Sangamon	1 712	3.034
Hamilton	. 126	. 223	Schuyler	.125	. 222
Hancock Hardin	. 359	. 637	Scott	.100	.177
Hardin	.065	.115	Schuyler Scott Shelby Stark	.315	. 559
Henderson		. 203	Stark	. 129	, 229
Henry	.690	1.223	St. Clair	2.468	4.373 .942
Iroquois	. 514 . 393	.911	Stephenson Tazewell	. 532 1 . 143	2.026
Jackson Jasper	.152	. 090	Union	227	.403
Jefferson	.390	. 690	Vermilion	1,120	1,985
Jersey	.179	.317	Wabash	.200	354
JoDaviess	. 221	392	Warren	.300	. 532
Johnson	.084	.149	Washington	.189	. 334
Kane		3.627	Wayne	. 291	, 516
Kankakee	1.047	1.856	White	.307	. 544
Kendall	. 214	. 380	Whiteside	.784	1,389
Knox	. 849	1.505	Will	2.019	3,578
Lake	2.452	4.346	Williamson	.497	.881
LaSalle	1.492	2.644	Winnebago	2.187	3.876
Lawrence	. 232	.411	Woodford	. 346	. 613
			Total	100.000	100.000

<sup>&</sup>lt;sup>1</sup> The 12 per cent of motor fuel tax which is allotted down-State counties is allocated to each county on the basis of the State license fees collected in that county in comparison with those collected in all down-State counties during the previous year. The percentages indicate the approximate share of allotments for each down-State county in 1959.

<sup>(</sup>b) Motor Fuel Tax Funds.—The distribution of the motor fuel tax collected in 1958 is shown in Figure 5. The Department of Revenue is responsible for collecting the tax (5 cents per gallon during 1958) and for depositing the collections in the State Treasury. At the beginning of each month the amount deposited in the State Treas-

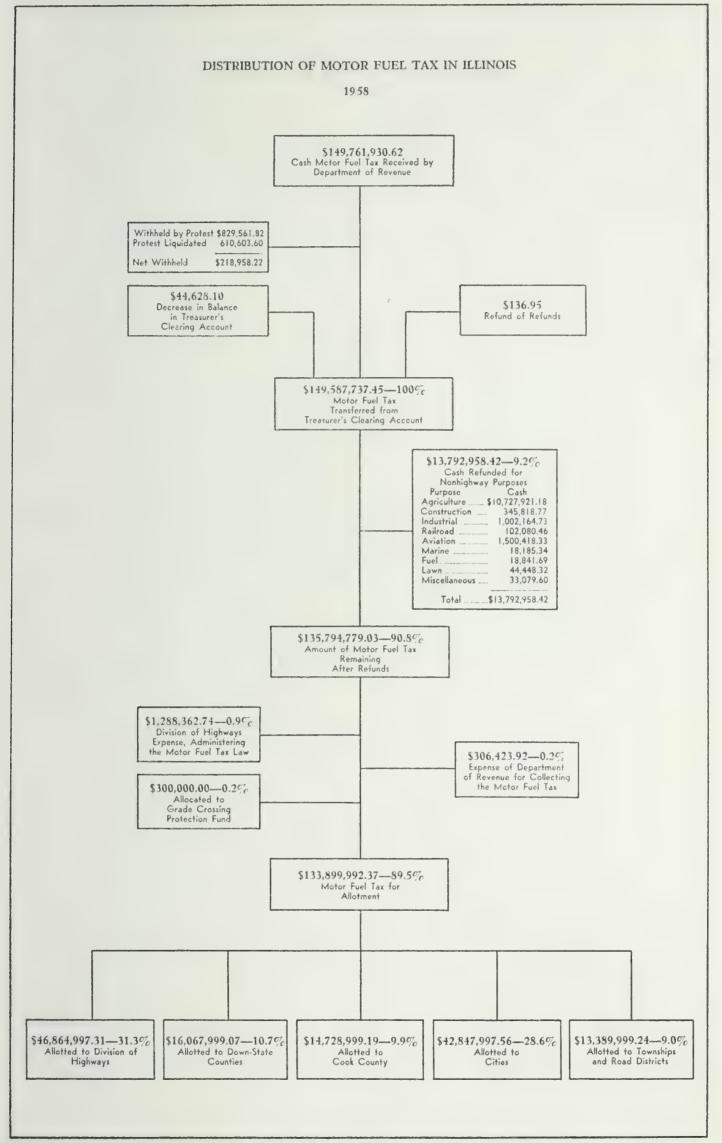


Figure 5.

TABLE 10.—STATUS OF FEDERAL-AID FUNDS, DECEMBER 31, 1958.

Fiscal Year	Allotment	Projects Completed and Accepted <sup>2</sup>	Obligated by Contract or Agreement but not Completed <sup>3</sup>	Programed	Unobligated
		FEDERAL-AI	ID PRIMARY		-
1956	\$12, 165, 819.00 12, 163, 280.00 2, 189, 083.00 1, 432, 740.00 14, 885, 768.00 2, 977, 153.00 15, 191, 611.00 3, 038, 322.00 6, 979, 635.00 15, 469, 427.00	\$12, 165, 819.00 6, 645, 203.11	\$ 5, 518, 076, 89 2, 189, 083, 00 1, 432, 740, 00 14, 885, 768, 00 2, 977, 153, 00 15, 191, 611, 00 2, 545, 034, 73 6, 979, 635, 00	\$ 493, 287.27 3, 748, 853.67 \$4, 242, 140.94	\$11, 720, 573.33 \$11, 720, 573.33
		FEDERAL-A	ID URBAN		
1952 1953 1954 1955 1956 1957 <sup>7</sup> 1957 <sup>4</sup> 1958 <sup>8</sup> 1959 <sup>10</sup> 1959 <sup>12</sup> 1960	\$ 8, 532, 279.00 8, 466, 307.00 9, 384, 933.00 9, 433, 309.00 12, 098, 383.00 10, 696, 428.00 2, 198, 233.00 11, 970, 829.00 12, 272, 368.00 7, 034, 344.00 15, 748, 139.00	\$8, 532, 279.00 2, 098, 515.87	\$ 6, 367, 791.13 9, 384, 933.00 9, 433, 309.00 12, 098, 383.00 10, 696, 428.00 2, 198, 233.00 11, 970, 829.00 11, 261, 345.60 7, 034, 344.00 \$80, 445, 595.73	\$ 1, 011, 022.40 14, 645, 463.13 \$15, 656, 485.53	\$1, 102, 675. 87 \$1, 102, 675. 87
		FEDERAL-AID	INTERSTATE		
1954 1955 1956 1957 1957 1958 1959 1959 1960 Totals	\$ 963, 234.00 970, 391.00 8, 105, 625.00 8, 116, 903.00 47, 148, 832.00 80, 153, 014.00 93, 684.148.00 9, 415, 493.00 127, 559, 000.00 \$376, 116, 640.00	\$ 963, 234.00 822, 183.93 8, 105, 625.00 6, 440, 977.93 2, 064, 618.69 \$18, 396, 639.55	\$ 148, 207.07 1, 675, 925.07 45, 084, 213.31 80, 153, 014.00 88, 964, 546.75 \$216, 025, 906.20	\$ 4, 719, 601.25 9, 415, 493.00 56, 026, 157.50 \$70, 161, 251.75	\$71, 532, 842.50 \$71, 532, 842.50
1		FEDERAL-AID	CECONDARY	1	
1955	\$5, 165, 722.00 6, 625, 129.00 6, 619, 637.00 1, 189, 296.00 8, 087, 214.00 8, 247, 143.00 3, 789, 068.00 8, 378, 987.00	\$5, 165, 722.00 3, 460, 353.61 	\$3, 164, 775.39 6, 619, 637.00 1, 189, 296.00 8, 087, 214.00 2, 413, 197.20 3, 789, 068.00	\$5, 833, 945. 80 6, 491, 186. 57 \$12, 325, 132.37	\$1, 887, 800. 43 \$1, 887, 800. 43
		Forest Hi	GHWAYS		
1946 to 1953 <sup>11</sup> 1954 1955 1956 1957 1958 1959 1960	\$177, 414.74 7, 141.00 24, 364.00 26, 108.00 26, 256.00 32, 843.00 32, 055.00 5, 187.00 37, 062.00	\$177, 414.74 7, 141.00 3, 391.30	\$20, 972.70 26, 108.00 26, 256.00 32, 843.00 27, 820.30		\$16, 483.70
Totals	\$368, 430.74	\$187, 947.04	\$134,000.00	\$30,000.00	\$16, 483.70

#### TABLE 10.—Concluded.

- 1 Federal funds only.
- <sup>2</sup> Refers to acceptance by Federal Bureau of Public Roads.
- <sup>3</sup> Based on contract prices plus 5 to 10 per cent for contingencies.
- Includes funds allocated to right-of-way acquisition and to highway planning and research projects.
  - <sup>4</sup> Additional allotment for fiscal year authorized by Federal-aid Highway Act of 1956.
  - <sup>5</sup> Transferred from 1957 urban allotment.
  - 6 Transferred from 1958 urban allotment.
  - <sup>7</sup> 1957 allotment was \$12,129,168.00 of which \$1,432,740.00 was transferred to primary.
  - 8 1958 allotment was \$14,947,982.00 of which \$2,977,153.00 was transferred to primary.
  - <sup>9</sup> Transferred from 1959 urban allotment.
  - 10 1959 allotment was \$15,310,690.00 of which \$3,038,322.00 was transferred to primary.
  - <sup>11</sup> Includes \$2,025.76 pre-war allotment allotted before 1946.
  - <sup>12</sup> Supplementary appropriations of the 1958 Act which are called "D" funds.

ury during the preceding month is cleared for apportionment. The refunds and administrative costs are paid and the remaining amount is allotted the various governmental units as follows: 35 per cent to the Division of Highways; 32 per cent to municipalities; 11 per cent to counties with a population of 500,000 or more (Cook County); 12 per cent collectively to other counties; and 10 per cent to townships, road districts, and township districts.

The share allotted to the Division of Highways is transferred to the Road Fund and expended from this fund for highway purposes. The allotment to the several counties having less than 500,000 inhabitants is allotted each county in proportion to the amount of motor vehicle license fees received from its residents, respectively, during the preceding license year. The share of the motor fuel tax allotted to the municipalities collectively is divided among those units in the ratio that their populations bear to the total population of incorporated places in the State. The allotment to the townships and road districts or township districts is divided among them on the basis of road mileage maintained by them.

Federal Aids.—Federal funds for highway purposes are received by the State as reimbursement for work done and monies expended on projects covered by project agreements with the Federal Government. Primary Federal aid is allotted to the State for the improvement of roads included in the Federal-aid primary system; secondary Federal aid is available for expenditure on projects located on the Federal-aid secondary system; urban Federal aid is available for expenditure on projects located in urban areas on the Federalaid primary system or on approved extensions of the Federal-aid secondary system; and interstate Federal aid may be used on projects located on the National System of Interstate and Defense Highways. Projects located on these systems and approved by the Federal Government are financed in equal shares from State and Federal funds with the exception of projects using the interstate allotment, which were changed from 50 per cent Federal participation to 60 per cent Federal participation starting with projects financed with funds made available by the Federal-aid Highway Act of 1954, and further increased from 60 per cent Federal participation to 90 per cent Federal participation starting with projects financed with funds made available by the Federal-aid Highway Act of 1956. On Federal-aid secondary projects, the State's share is partially financed by the county in which the project is located. However, the post-war Federal highway acts provide that 10 per cent of the total allotments for post-war construction may be used for elimination of hazards at railroad crossings, and Federal funds used for this purpose are either 100 per cent grants or are matched by 10 per cent State funds in some instances.

- (d) General Revenue for Highway Purposes.—No General Revenue Fund appropriations were available for State highway expenditure in 1958.
- (e) Miscellaneous Collections.—Miscellaneous collections of \$7,-534,752.80 included \$7,477,916.44 deposited in the Road Fund and \$56,836.36 deposited in the Motor Fuel Tax Fund as itemized in Table 6.

Public safety deposits consist of payments by members of the State Highway Police for lost equipment. Reimbursement of expenses include items such as refunds from railroads for costs of grade separation structures; refunds from other states for testing services; sale of plans to contractors; and refunds from other individuals and agencies for construction on State highways performed for the benefit of both parties.

- 4. STATE AIDS.—(a) Motor Fuel Tax Funds.—The State collects the motor fuel tax and apportions a part to the counties, municipalities, and townships. These funds remain in the State Treasury, but are credited to the account of each unit of government as they accrue. When a highway or street project is approved the Division of Highways the amount needed, or so much as is available in the respective account of the unit of government involved, is disbursed from that unit's funds. Tables 3, 4, and 5 show the balances, allotments, and the amount disbursed for the counties, municipalities, and townships in 1958.
- (b) Other State Aids.—Occasionally when State highway construction is financed jointly between local governments and the State, the State pays for construction or right-of-way needed and is reimbursed by the county or city involved. The amounts advanced by the State and repaid by counties and cities are given in the following tabulation.

Item	Counties	Cities	Total
Unpaid balances, January 1, 1958	\$189, 656.60	\$1, 354, 392.45	\$1, 544, 049.05
Expenditures during 1958 for construction and right-of- way to be repaid by counties and cities	109, 855.49	1, 111, 558.30	1, 221, 413.79
Repayments during 1958	\$299, 512.09 256, 180.50	\$2, 465, 950.75 1, 211, 420.87	\$2, 765, 462.84 1, 467, 601.37
Unpaid balances, December 31, 1958	\$ 43, 331.59	\$1, 254, 529.88	\$1, 297, 861.47



Mathematical				TABLE 111			ES, AND BALAN	NCES—ALL	HIGHWAY FU					
Part		Account	All	of	Other State		Total	of	State			Townships and Road	Total	Crossing Protection
Column	Balance in	Funds—January 1, 195	\$106, 947, 949 59				\$ 28, 934, 605 22			\$19, 645, 864 14	1840, 644, 696, 23	Districts		8001 MON (10
Part	Add-Rece Reg	eipts—1955	\$ 95, 583, 744 21	\$ 67, 140, 961 85	\$28, 442, 782 36		\$ 95, 583, 744 -							3021, 737.30
Column	Refu sec	ands from counties for Federal condary construction	4, 561, 034 05 22, 542, 084 14	4, 561, 034 05 2, 485, 247 78			4, 561, 034 05 2, 485, 247 78						28 56, 836 36	
March   Marc	Tru:	st Fund advance from Federal		20, 002, 001			20,802,802 00	\$1, 235, 450 0	914, 055, 002 04	30, 190, 998. 2	0 342, 847, 997, 30	\$13, 389, 999 24	102, 422, 873.37	\$300,000.00
Column	Fine	s and penalties	431, 634.61						\$14, 099, 382.34	\$30, 853, 834, 6	2 \$42, 847, 997, 56	613 380 000 24	\$102.470.700.72	6200 000 00
Company   Comp	Total rever	nues available—1958	\$466, 743, 483 38	\$257, 390, 226. 92	\$28, 560, 262 36									\$921, 737.36
1	DIVISIO:	N OF HIGHWAYS:	2100 DE 050 00	0100 975 DEV 09										
Company	2. A	dditions and betterments— SBI and FA routes————————————————————————————————————												
1	4. A	Erection of traffic signals dditions and betterments— No-passing zones									,			
	6. C	ties—Special appropriations ity highway and beltline con-	2 746 84	2 740 84			2,746 84			1			1	
1.	8. St	Special appropriations	16, 272 8	16/272 %			16, 272 83							
10   10   10   10   10   10   10   10	10. M	Iscellaneous construction— Special appropriations————————————————————————————————————		9 210 284 25			0.010.000.05							\$179, 096, 67
10.   10.	10b. Pa	ayments to City of Chicago for expressway construction												
Marches   Marc	10d. P	ayments to St. Clair County-				*******	*******							
Control   Cont		expressway bonds												\$179,096-67
The Contract of Property of Contract   The Contract of Contract   The Contract of Contract   The Contract of Contract   The	Construc	tion of Highway Buildings, In- Land:				20072								
Control   Cont	11a. C	improvements onstruction of weighing stations,												
1.   Automation conduction   Continue   Co	Overbead	i Costs:	\$2, 509, 054-01	\$2, 509, 054 01			\$2, 509, 054 01							
1. Commontion in Commontion	12. A	dministration, engineering, testing and equipmentdministration expense—Motor		\$19, 042, 343-70	1		\$19, 042, 343.70							
Proceedings   Control of Contro	14. C	ompensation for damages to private property echanical, engineering, and	1, 288, 362 74					\$1, 288, 362 7					\$1, 28, 362 7-	
1.   1.   1.   1.   1.   1.   1.   1.	16. St	departments. ate-wide highway planning	1 749 409 04	1 740 400 01			1 749 409 04		***********	******				
Table Services   Part   Services   Part	16b. T	ransportation study of Chicago	318, 790 89				318, 790, 89							
1.		Total overhead												
1.	17. M	aintenance of State highways Laintenance of city highways												
The content content of the content	20. M	ighway traffic control												
1.   Follower   Part	Policing	Costs:	\$28, 780, 968-80	\$28, 780, 968-80			\$28, 750 965 50							
Process   Proc	21. P	olicing of highways (traffic												
25   Printed Proposed and Balley   25   25   26   26   27   28   28   28   28   28   28   28		Total policing		in the control										
25.   Review Layermark and that colors   Cr. 90, 16	23. P	rincipal payments on State highway bonds—\$60M and	\$7 550 000 00		\$7 552 000 00		\$7,522,000,00							
Content   Cont	24a. R	way bonds—\$60M and \$100M.					137, 440, 66							
COUNTIES AND AUXACCES		Total debt service	\$7, 989, 440 00		\$7, 984, 140, 60		Au Au		1			1		
28.   Refunde to constraint - Sec   Mod	Highway	ES. TOWNSHIPS, AND MIL.	\$250, 323, 475-89	\$240 865 176 48	\$2.080,440.6		\$248, 870,015-48	\$1, 288, 362, 7	1	1 =			\$1, 288, 362, 7	\$179,096-67
Resident Bridge Laws   1982	25. R	efunds to counties—State Bond												
25   25   25   25   25   25   25   25		Road and Bridge Laws												- 5
Proceedings   Process	29. M	to counties Lot of fuel tax allotments paid to in imaginalities								*\$28,006,962 7		3		
200. Advanced to manifestable for conference of the state of the first of the conference of the state of the first of the conference of the state of the first of the conference of the state of the first of the conference of the state of the first of the conference of the state of the first of the conference of the state of the state of the conference of the conference of the state of the conference of the confe	29b. A	dvanced to counties for right-of- way purchased—Construction	109 855 49	\$ 109.805.40			\$ 109,855 49			1			h	
Professional State	29c. A 29d. I	dvanced to municipalities to facilitate construction unds paid to counties for con-												
Telal dishursemants to counce pathwell state of the pathwell state	29e. N	feeder roads  Lotor fuel tax allotments paid to countles for townships and												
Partition   Part		Total disbursements to coun-	13, 480, 380 81											
Department - Secretary of Sate - Secretary o	OTHER S	STATE DEPARTMENTS:	\$94, 974, 785 73	\$1, 221, 413 79			\$1, 221, 413 79		, - = = = =	\$28, 006, 962 7	rujs52, 266, 028 4	is[\$13, 480, 380 8 . ≃	393, 753, 371.9	
28. Administration of Motor Paul In a Law Department of 18. June 19. September of 18. Paul 18	31. ()	Department—Secretary of State										-		
38. Refunds on nontrarable motor  34. Administration of contrarable motor  35. Engineers of the services of the state of the services of the services of the state of the services of the serv	32. A	dministration of Motor Fuel					1 117, ([ '0		\$ 306, 423 92		-	-	\$ 306, 423.9	2
85. E Hills of compensation 4.0:    1	33. R 84. A	lefunds on nontarable motor fact - Department of Revenue - dministration of compensation for damages - Department of	13, 792, 958 42						13, 792, 958 42		-	-	13, 792, 958. 4	2
36. Treatment expense of Injured or 15 part and 15 par	35. E	mployees' compensation—Au-	(a pas ).		97, 677, 04									
Second of Carbon Content of		reatment expense of injured												
384. Architectural services—Division of Architectural Services—Se		ment of Flown - and Depart-					0.501.600.0					alana -		
214, 385 77   214, 385 77   214, 385 77   214, 385 77   214, 385 77   214, 385 77   214, 385 77   216, 385 77	351 (	Nort of Charles Averds— Alt Or of Public Assorption  (product of L. L.)	9, 501, 899-06		9, 501, 899 06		.j 9, 501, 899 06							
38d. Operation of Safety Responsibil.  P. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		ing	014 007		214 395 77		214, 385, 77							
Total expenditures—other \$34, 612, 164 70 \$20, 512, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782, 782 36 \$20, 512, 782		peration of Safety Responsibil-					260, 054 91							
State departments  39. Allotments paid to City of Chi- 40. A with the state Common Set of	384 I	Total expenditures—other	1						11 To 10 11				8 4 1 4 34, 74	
40. Allotments paid to State Common School Fund.  41. Principal and interest on \$30,000,000 Relief Bond Issue.  42. Principal and interest on \$30,000,000 Relief Bond Issue.  Total diversions.  Grand total expenditures.  \$379,910,426,32 \$242,057,990 27 \$270,870,212 63 \$1,288,362 74 \$14,099,382 34 \$25,006,662 70 \$52,266,028 43 \$13,480,390 81 \$109,141,117 02 \$179,096  Balance in Funds—December 31, 1958.  \$579,910,426,32 \$242,057,990 27 \$270,870,212 63 \$1,288,362 74 \$14,099,382 34 \$25,006,662 70 \$52,266,028 43 \$13,480,390 81 \$109,141,117 02 \$179,096  Balance in Funds—December 31, 1958.  \$579,910,426,32 \$242,057,990 27 \$152,060,000 \$22,492,736 06 \$31,226,665 36 \$15,525,169 31 \$70,730,139,72 \$742,640.  1 The transactions of the State Garage Revolving Fund are not included in this table. They are: opening balance \$205,781,33, receipts \$1,789,359,71, expenditures \$1,694,080,95, and closing balance \$301,060,00.  2 Contains warrants in the amount of \$56,536.36 issued in error to Williamson and Stephenson counties and refunded to the State during the year.  3 Contains warrants in the amount of \$56,536.36 issued in error to Williamson and Stephenson counties and refunded to the State during the year.  3 Contains warrants in the amount of \$56,536.36 issued in error to Williamson and Stephenson counties and refunded to the State during the year.	DIVERSI 39. A	State departments												
\$20,000,000 Relief Bond Issue.  **Principal and Interest on \$30,000,000 Relief Bond Issue.  **Total diversions  **Grand total expenditures	40. A	allotments paid to State Com- mon School Fund												
Grand total expenditures. \$379, 910, 426, 32 \$242, 057, 990 27 \$270, 890, 212 63 31, 288, 362 74 \$14,099, 382 34 \$28,006, 962 70 \$532, 266, 028 43 \$13, 480, 380 81 \$199, 141, 117 02 \$190, 996.  Balance in Funds—December 31, 1954. \$86, 833, 057 06 \$15, 302, 236 65 47 \$15, 302, 302, 302, 302, 302, 302, 302, 302	42. P	\$20,000,000 Relief Bond Issue						·		_ · · ·				
Balance in Funds—December 31, 1938 \$86, 833, 95, 96 \$15, 302, 236 65  1 The transactions of the State Garage Revolving Fund are not included in this table. They are: opening balance \$205,781.33, receipts \$1,789,359.71, expenditures \$1,694,080.95, and closing balance \$201,060.00.  2 Contains warrants in the amount of \$56,836.36 issued in error to Williamson and Stephenson counties and refunded to the State during the year.  1 This amount was paid to Cook County for retiring \$2,500,000 of principal due October 1, 1958 and \$1,280,000 for interest payable in 1958 and 1959 on expressway bonds issued by Cook	Grand tota		\$379, 910, 426, 32	\$242, 087, 990-27	V2		\$270, 560, 212 63	\$1, 288, 362 74						
balance \$201,000.00.  2 Contains warrants in the amount of \$56,836.36 issued in error to Williamson and Stephenson countles and refunded to the State during the year.  3 This amount was paid to Cook County for retiring \$2,500,000 of principal due October 1, 1958 and \$1,280,000 for interest payable in 1958 and 1959 on expressway bonds issued by Cook					*** 4									\$742,640.69
County, 'Includes \$6.003.222.95 consulting engineering fees paid from construction appropriations.	balance \$2	transactions of the State Garagion,060.00. ains warrants in the amount of amount was paid to Cook Cook	ge Revolving Fu	nd are not included in error to \$2,500,000 of	Williamson a	nd Stephenson	re: opening balar n countles and re	funded to the	State during payable in 19	,789,359.71, o the year. 058 and 1959	on expresswa	y bonds issued	by Cook	
County,  'Includes \$5,093,222.95 consulting engineering fees paid from construction appropriations.  'Includes \$5,219,045.08 received from Bureau of Public Roads as reimbursement of AASHO Test Road expenditures. This amount is not chargeable against Federal-aid allotments to State  (F1996) 1. Public Roads as reimbursement of AASHO Test Road expenditures. This amount is not chargeable against Federal-aid allotments to State	County, Inch	ides \$5,093,222.95 consulting of	engineering fees	paid from consublic Roads as	truction appro	priations.	Test Road expend	litures. This	amount is not	chargeable :	against Federa	l-aid allotmen	ts to State	

TABLE 12.—SUMMARY OF EXPENDITURES BY FUNDS FOR THE CALENDAR YEARS 1913-1958. (EXCLUSIVE OF STATE GARAGE REVOLVING FUND)

Acounts	Trotal	Dood Fund	State Bond	General	Motor Fuel		Grade Crossing
	TOTAL	יייסמי ז מוומ	Dogg rang	Trevenue r and	ray rana	TIME FUIL	Frotection Fund
struction of Highways: Construction Additions and betterments—Additions and betterments—Additions and betterments—	\$1,385,404,283,39 8,718,971,24	\$988, 543, 772 46 5, 127, 005 91	\$142, 887, 084, 16 353, 012, 70	\$ 562, 255.90	\$248, 741, 445.41	\$4, 669, 725.46	
4. Additions and betterments—No-passing zones	62, 350. 1, 170, 422.		1		1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	19, 652, 540, 33 1, 388, 401, 26 4, 032, 129, 10	5, 300, 177, 41 663, 714, 45 4, 039, 129, 10	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	724, 686, 81	11, 352, 362.89	P i 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
State-aid Miscellar Payment		205, 478 205, 478 036, 645	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1, 303, 343.04	1		\$282, 359.31
Payment Trust Fu Payment	808 173 833 833						1 T T T T T T T T T T T T T T T T T T T
10e. Bond service—Cook County expressway bonds  Total construction	500.	500.	91 49 640 000 66	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	60 000 000 0000	37 202 40	0.000
Construction of Highway Buildings, including Land: 11. Construction of buildings and improvements	\$12, 413, 422.	\$12, 413, 422.73 1, 909, 370, 10			(1)	P1, 003, 120, 17	10.000
Total construction of buildings	\$13, 705, 792.83	\$13, 705, 792.83					
be	\$167, 457, 240, 92 13, 621, 631, 36	\$155, 309, 262, 60	\$11, 208, 711.74	\$ 539, 266, 55	1 .		
	8, 483.75	8, 483.75					
16. State-wide highway planning survey. 16a. Administering safety responsibility law. 16b. Transportation study of Chicago metropolitan area	10, 605, 676.61 3, 808, 783.62 2, 369, 356.02	10, 605, 676, 61 720, 950, 76 2, 369, 356, 02	T	3, 087, 832.86			
Total overhead	\$197, 889, 466.42	\$169, 013, 729.74	\$11, 208, 711.74	\$4,045,393.58	\$13, 621, 631.36		7 7 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Maintenance Costs: 17. Maintenance of State highways. 18. Maintenance of city highways and beltlines. 19. Highway traffic control and safety.	489.	\$327, 729, 169, 45 4, 769, 642, 71 27, 430, 745, 35		\$14, 319.69	\$7, 434, 768.88		
Total maintenance	\$371, 661, 694.98	756.		\$14, 319.69	\$8, 608, 618.63		
Policing Costs: 21. Policing of highways	\$14, 089, 773, 28	\$14, 089, 773.28					
tions	1, 183, 980. 79	1, 183, 980.79					
Total policing	\$15, 273, 754.07	\$15, 273, 754.07			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

											F	INA	NCI	NG							2	3	
1 4 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6			\$282, 359.31								2							, , , , , , , , , , , , , , , , , , ,					\$282, 358 31
	\$1,000,000.00	\$1,000,000.00	\$5, 669, 725, 46						1 1 2 1 2 4 4 4 4 7	1			7		1			1 1	ř †		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$5, 669, 725, 46
			\$282, 563, 010, 92		\$40.4, 206, 412.71	455, 215, 167, 16	370, 095.76		68, 755, 834.17	\$909, 055, 950, 50			\$ 6,321,932,24 195,418,682,38		113, 412, 74		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		7	\$15, 644, 228. 60 6, 654, 256. 46 26, 217, 795. 00 40, 764, 831, 60	146,	\$92, 427, 474, 25	\$1, 485, 900, 463.03
			\$6, 649, 999, 02	1 T T T T T T T T T T T T T T T T T T T	\$ 43,778.44	780, 973, 50		29, 616, 643.57		\$30, 450, 395.51		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						, , ,			· · · · · · · · · · · · · · · · · · ·	,	\$37, 100, 394.53
			\$154, 448, 808 60	\$1, 251, 003.64						\$1, 251, 003.64		6 1 2 1 4 8 8 1 1 1 2 1 2 1 1 1 4 1 6 1 6 1 6 1 7 1 8			2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			: .	,		- ' '		\$155, 699, 812.24
\$152, 965, 000, 00 129, 420, 340, 00	200	\$282, 385, 340.00	\$1, 921, 892, 808, 28 ====================================	\$14, 855, 855.12 24, 673.808.17	3, 374, 795.01		2, 869, 428, 90 11, 828, 869, 05	T 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		\$58, 319, 486.74		\$56, 552, 241,01 24, 024, 097.86	183, 551, 18	986, 324, 08 811, 425, 06	977, 025, 48	109, 792 483, 510.	903, 427, 33	730, 920 45 914, 326, 91	\$151, 357, 061, 96			, , , , , , , , , , , , , , , , , , ,	\$2, 134, 609, 359, 98   \$
129, 420, 340, 00 1 00, 000	\$982 385 340 00	000,040	\$2, 371, 506, 711, 59		760, 508. 581, 207. 215, 167.	789, 973, 50	3, 239, 524. 66 12, 337, 309. 75	616, 643.	68, 755, 834.17	\$999, 076, 836.39		552, 241. 024, 097.	0, 521, 952. 24	986, 324, 08 811, 425, 06	438. 552.	109, 792. 483, 510.	903, 427.33	730, 922. 48 914, 526. 91	\$356, 251, 092 32	644, 228. 654, 256. 217, 795. 764, 831.	146, 363.	\$92, 427, 474.25	\$3, 819, 262, 114. 55
24. Interest payments on State highway bonds—\$60M & \$100M	Total debt service	Total expenditures—Division of Highways		TRANSFERS AND ADVANCES) 25. Refunds to counties—State Bond Issue	28. Motor fuel tax allotments paid to counties. 29. Motor fuel tax allotments paid to municipalities. 29a. Flood damage repoir funds and to have		29c. Advanced to municipalities to facilitate construction work 29d. Funds paid to counties for construction of secondary and	29e. Motor fuel tax allotments paid to counties for townships and road districts	Irsements to counties townships and	nicipalities	OTHER STATE DEPARTMENTS: 30. Operation of State Automobile Department—Secretary of State.		33. Refunds on nontaxable motor fuel—Dept. of Revenue. 34. Administration of compensation for damages—Dept. of Fi-	ensation—Auditor of Public Amplication of Injured employees—Dept. and postage—Dept. of Financial	38. Policing of highways—Dept. of Public Safety		fety Responsibility Department—Sec	38e. Land and Office Bldg.—Cook County—Secretary of State	Total expenditures—other State departments	DIVERSIONS: 39. Allotments paid to City of Chicago for school purposes. 40. Allotments paid to State Common School Fund. 41. Principal and interest on \$20,000,000 Relief Bond Issue. 42. Principal and interest on \$30,000,000 Relief Bond Issue. 43. Emergency relief and to converse.	Total diversions		

· Includes \$250,000.00 transferred from the Road Fund to the Garage Revolving Fund for the purchase of garage equipment.

- 5. BOND ISSUES.—Several bond issues are redeemed from motor-user taxes.
- (a) State Highway Bonds.—The \$60,000,000 highway bond issue (enacted on June 22, 1917 and approved by referendum vote of the people on November 4, 1918) and the \$100,000,000 highway bond issue (enacted on June 29, 1923 and approved by referendum vote of the people on November 4, 1924) are retired from Road Fund revenues. Sales of these bonds occurred in the period 1921 to 1932.

The last of the \$60,000,000 highway bond issue was retired in 1953. The amount outstanding at the end of 1958 on the \$100,000,000 bond issue, as shown on the following page, was \$7,035,000. Table 13 is the payment schedule for retirement of this issue.

- (b) The Relief Bonds.—An issue of \$20,000,000 authorized in 1932 and another for \$30,000,000 authorized in 1934 were retired from allotments of motor fuel tax to counties and municipalities. The last of the \$20,000,000 relief bond issue was retired in 1950 and the final payment on the \$30,000,000 relief bond issue was made in 1955.
- (c) Expressway Bond Issue.—House Bill 933 enacted by the Legislature in 1955 authorized counties having a population of 500,000 or more (Cook County) to issue bonds without referendum in the amount of \$245,000,000 for the construction of expressways. The redemption of the bonds was provided for either by a Cook County property tax levy or by State appropriations. The law also provided for establishing an Expressway Bond and Interest Sinking Fund account for deposit of funds made available for retirement of bonds and interest. Under this authorization Cook County issued bonds as follows:

Series	Amount	Date of Issue	Interest Rate
A	\$40, 000, 000	Oct. 1, 1955	2 5/8
B	10, 000, 000	Oct. 1, 1957	3 7/8
C	25, 000, 000	June 1, 1958	2 3/4
D	25, 000, 000	Dec. 1, 1958	3 3/8

Since the purpose of the expressway bonds is to construct State highways in Cook County, the State advanced funds in 1956 and 1957 for service on this issue. In 1958 the State advanced \$3,780,000 from the Road Fund for retirement of \$2,000,000 principal on series A due in 1959 for \$892,500 plus \$500,000 principal on series B due October 1, 1958 and interest on series B due October 1, 1958 in the amount of \$387,500.

The following table shows the levy schedule and the amounts of principal and interest due annually on the \$100 million expressway bonds issued by the end of 1958.

Levy Sc	hedule		P	ayment Schedule	2
Principal	Interest	Calendar Year	Principal Due Each Year	Interest Due Each Year	Total Principal and Interest Due Each Year
\$2, 000, 000	$\begin{array}{c} \$2,047,500.00\\ 945,000.00\\ 1,280,000.00\\ 3,664,479.17\\ 2,458,450.00\\ 2,247,200.00\\ 2,035,950.00\\ 1,824,700.00\\ 1,620,325.00\\ 1,422,825.00\\ 1,225,325.00\\ 1,225,325.00\\ 1,027,825.00\\ 830,325.00\\ 675,000.00\\ 561,875.00\\ 448,750.00\\ 335,625.00\\ 222,500.00\\ 130,000.00\\ 58,125.00\\ 38,750.00\\ 19,375.00\\ \end{array}$	1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977	\$2,000,000 2,000,000 2,500,000 7,000,000 7,000,000 7,000,000 7,000,000 7,000,000 6,500,000 6,500,000 6,500,000 6,500,000 4,000,000 4,000,000 4,000,000 4,000,000 2,500,000 500,000 500,000	\$1, 050, 000.00 997, 500.00 1, 332, 500.00 3, 021, 041.67 2, 580, 625.00 2, 369, 375.00 1, 946, 875.00 1, 735, 625.00 1, 538, 125.00 1, 340, 625.00 1, 143, 125.00 945, 625.00 748, 125.00 635, 000.00 521, 875.00 408, 750.00 295, 625.00 182, 500.00 110, 625.00 38, 750.00 19, 375.00	\$ 3,050,000.00 2,997,500.00 3,832,500.00 10,021,041.67 9,580,625.00 9,369,375.00 8,946,875.00 8,946,875.00 7,840,625.00 7,643,125.00 7,445,625.00 4,748,125.00 4,635,000.00 4,521,875.00 4,408,750.00 4,295,625.00 2,682,500.00 2,610,625.00 538,750.00 519,375.00

The following tabulation summarizes the status of the five bond issues which have been serviced by State motor-user taxes at December 31, 1958.

Bond Issue	Amount Issued	Amount Retired to 12-31-57	Amount Retired During 1958	Bonds Outstanding at 12-31-58
Highways	\$ 60, 000, 000 100, 000, 000	\$60, 000, 000 85, 413, 000	\$7, 552, 000	\$7, 035, 000
Highways Total	\$160, 000, 000	\$145, 413, 000	\$7, 552, 000	\$7, 035, 000
Emergency ReliefEmergency Relief	\$20, 000, 000 30, 000, 000	\$20, 000, 000 30, 000, 000		
Emergency Relief Total	\$50, 000, 000	\$50, 000, 000		
Cook County Expressways	\$100,000,000	\$4,000,000	\$2, 500, 000	\$93, 500, 000

TABLE 13. SCHEDULE OF PRINCIPAL AND INTEREST PAYMENTS FOR THE \$100,000,000 STATE HIGHWAY BONDS.

Total Principal and Interest Payments to be Paid Each Year	\$ 533, 333.33 1, 110, 000.00 1, 926, 666.67 3, 253, 333.33 3, 926, 000.00 4, 410, 000.00 4, 410, 000.00 4, 450, 000.00 4, 450, 000.00 4, 450, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 840, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00 3, 110, 000.00	\$196, 383, 333, 33
Total Interest on \$100,000,000 Bond Issue to be Paid Each Year	\$\frac{5.33}{1,110,000.00}\$\] 1,300,000.00\$ 1,926,666.67 3,253,333.33 3,920,000.00 3,920,000.00 3,920,000.00 3,920,000.00 3,920,000.00 3,840,000.00 3,840,000.00 3,840,000.00 3,240,000.00 3,240,000.00 1,270,000.00 1,270,000.00 1,270,000.00 1,430,000.00 1,40,000.00 1,430,000.00 1,430,000.00 1,430,000.00 1,430,000.00 1,400,000.00 1,430,000.00 1,430,000.00 1,430,000.00	\$96, 383, 333, 33
Interest on \$100,000,000 Bonds to be Paid Nov. 1st Each Year		\$26, 103, 333, 33
Interest on \$100,000,000 Bonds to be Paid Sept. 1st Each Year		\$21, 626, 666.67
Interest on \$100,000,000 Bonds to be Paid May 1st Each Year	130, 000. 130, 000. 1410, 000. 160, 000. 160, 000. 160, 000.	\$26, 753, 333.33
Interest on \$100,000,000 Bonds to be Paid March 1st Each Year	\$ 400,000.00 400,000.00 400,000.00 860,000.00	\$21,900,000.00
Total \$100,000,000 Bonds Principal to be Retired Each Year	\$ 500, 000.00	\$100,000,000.00
Principal \$100,000,000 Bonds to be Retired May 1st Each Year		\$57,000,000.00
Frincipal \$100,000,000 Bonds to be Retired March 1st Each Year	\$2, 500, 000.00 2, 500, 000.00 2, 500, 000.00 3, 000, 000.00 3, 000, 000.00 3, 000, 000.00 3, 000, 000.00 3, 000, 000.00 3, 500, 000.00 3, 500, 000.00 3, 500, 000.00 3, 500, 000.00	\$43,000,000.00
Year in which Principal is to be Retired	925 926 927 928 930 931 931 934 934 935 937 937 937 938 939 939 939 939 939 940 941 941 942 941 942 941 942 943 944 945 946 947 947 946 947 947 947 947 948 949 949 940 941 941 941 941 941 941 941 941	Total

### III. RIGHT-OF-WAY

1. ORGANIZATION.—The Bureau of Right-of-way was formed June 1, 1958 to supervise the acquisition of right-of-way for State highway purposes. Previously these duties were accomplished by the Location and Right-of-way Section of the Bureau of Design, but the need for interstate right-of-way on a scale exceeding anything previously experienced and the greatly expanded noninterstate program made it desirable to grant Bureau status to the section.

Mr. Leo A. Murphy who headed the Location and Right-of-way Section in the Bureau of Design was appointed Engineer of Right-of-way in the new Bureau and Mr. II. R. Hanley, Engineer of Right-of-way in District 2, was appointed Assistant Engineer of Right-of-way.

2. DUTIES OF THE BUREAU.—The Engineer of Right-of-way and his staff have supervision over the expenditure of funds for the purchase of right-of-way on the State bond issue, Federal-aid interstate, and Federal-aid primary systems. He advises and assists the district engineers in all matters pertaining to the acquisition of right-of-way by purchase or condemnation, acting as the direct representative of the Chief Highway Engineer in such matters.

Each of the ten district right-of-way engineers, under supervision of the district engineer, is responsible for the conduct of nego-

tiations with the individual property owners.

- 3. LEGISLATION.—The 70th General Assembly meeting in 1957 enacted legislation to facilitate highway construction by making the right-of-way available sooner than was previously possible. HB 849, a quick-take law, permits the State to acquire immediate possession to land for highway purposes. HB 852 makes it possible for the State to acquire remanents of land remaining which were parts of right-of-way purchased when it is more economical to do so than to pay damages or provide access to the inaccessible property. These bills are explained in more detail in Section II, Legislation, of the 1957 Annual Report.
- 4. RIGHT-OF-WAY ACQUIRED IN 1958.—The right-of-way purchased in 1958 for State highway purposes far exceeded that of any previous year. The following tabulation gives the amount expended by the State, Cook County, and the City of Chicago for right-of-way purposes on State highways during the year.

Government	Interstate	Other State Highways	Total
State of IllinoisCounty of CookCity of Chicago	\$22, 615, 486, 16 17, 633, 000, 00 7, 200, 250, 00	\$12, 549, 151.58	\$35, 164, 637, 74 17, 633, 000, 00 7, 200, 250, 00
Total	\$47, 448, 736.16	\$12, 549, 151.58	\$59, 997, 887.74

### IV. DESIGN

1. GENERAL.—The location, planning, and design of State highways and highway structures; the execution of State and Federal programs; and the awarding of contracts for the Division of High-

ways are performed by the Bureau of Design.

A major change in the organization of the Bureau occurred on June 1, 1958. The right-of-way work which was previously administered by the Location and Right-of-way Section of the Bureau of Design was transferred to the newly established Bureau of Right-of-way and the Location and Right-of-way Section was renamed the

Location and Roadway Planning Section.

The work of the Bureau of Design is now accomplished through the following sections: (1) The Location and Roadway Planning Section, (2) the Road Plans and Contracts Section, (3) The Bridge and Traffic Structures Section, and (4) The Aerial Surveys Section. Through these four sections and through the counterpart of the Bureau in each district office, the Bureau of Design performs all phases of State highway and structure design for the Division.

2. 1958 DESIGN PROGRAM.—The State highway contracts awarded during 1958, including those awarded by the State, by Cook County, and by the City of Chicago, amounted to \$231,644,896.13. Interstate contracts, contracts on other primary highways, and contracts on secondary roads maintained 100 per cent by the State are given in Table 19 of this section while contracts on secondary roads financed with the aid of Federal-aid secondary funds are listed in Tables 54 and 55 of Section XI. In addition to the contract awards mentioned above, obligation by agreements for work to be done by others totaled \$8,854,686.56. This included improvement to State highways at intersections and connections to the toll roads amounting to \$4,660,880.00, contract maintenance totaling \$2,520,324.49, and additions and betterments and work incidental to State contracts for \$1,673,482.07.

The following tabulation summarizes State highway contracts by system and by governmental unit making the award.

	State				Total	
System	Amount	Per Cent	Cook County	Chicago	Amount	Per Cent
InterstateOther primarySecondary	\$50, 119, 683. 83 85, 606, 940. 80 31, 182, 166. 89	30.0 51.3 18.7	\$15, 470, 759.84 24, 789, 172.86	\$24, 476, 171.91	\$ 90, 066, 615.58 110, 396, 113.66 31, 182, 166.89	38.9 47.6 13.5
Total	\$166, 908, 791.52	100.0	\$40, 259, 932.70	\$24, 476, 171.91	\$231, 644, 896.13	100.0
Per cent	72.0		17.4	10.6	100.0	

Fourteen contract lettings were held, for contracts to be awarded by the State, at which a total of 3,467 bids was submitted on 826 individual projects. Contracts were awarded on 824 of these projects and bids were rejected and not reinvited by the end of the year on 2 projects. In addition, 84 awards were made to the State day labor organization, 5 to county day labor forces, 42 by Cook County, 16 by the City of Chicago, and 58 railroad grade crossing protective installations or other crossing improvements were awarded to the respective railroad companies. This is a total of 1,029 projects for State highways placed under construction by the State, Cook County, and the City of Chicago during 1958.

The Federal-aid Highway Act of 1958 provided additional funds for primary, urban, and secondary work to be used to accelerate construction and provide employment in areas where little highway work was in progress. These appropriations, known as "D" funds, were only for construction to be awarded prior to December 1, 1958 on jobs to be completed by December 1, 1959. The total Federal funds involved in this work amounted to \$17,803,047 which could be used on a 2 to 1 Federal-State matching basis. "D" funds were completely obligated by contracts awarded in the amount of \$27,949,155.70 by December 1, 1958.

3. INTERSTATE HIGHWAY CONTRACTS.—The contracts awarded during 1958 for improvement of interstate highways (including contracts awarded by Cook County and the City of Chicago) provided for the following:

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41.92 miles portland cement concrete pavement, divided 4-lane\$23,997,265.36 3.57 miles portland cement concrete pavement, 2-lane
Total surfacing\$25,875,914.92
GRADING:
12.48 miles roadway grading\$ 2,281,054.37
STRUCTURES:
26 bridges       \$ 5,178,651.49         8 culverts       442,538.62         1 bridge repaired       76,168.27         16 railroad grade separation structures       8,460,977.27         79 highway grade separation structures       40,121,770.10
Total structures
MISCELLANEOUS:
1 traffic control signal installation       \$ 3,123.17         2 highway lighting installations       148,238.00         1,112 buildings to be removed       567,404.00         13.00 miles gravel or crushed-stone shoulders       259,449.95         4.59 miles guardfence reconstruction       18,856.84         5.05 miles storm sewers and drainage       3,614,810.70         2.64 miles pavement marking       25,402.84         Other       2,992,255.04

Total all work, interstate system......\$90,066,615.58

SURFACING:

Details of all interstate highway contracts awarded are shown in Table 19. In previous years interstate highway contracts awarded by Cook County and the City of Chicago were not summarized in this table; consequently, in order to maintain the summary as listed in previous years, highway contracts awarded by Cook County and the City of Chicago have been omitted from Table 14.

4. PRIMARY HIGHWAY CONTRACTS.—The contracts awarded by the State and Cook County during 1958 for improvement of primary highways (excluding interstate highways) provided for the following:

SURFACING:	
20.75 miles portland cement concrete pavement, divided 4-lane	d
4-lane pavement	1,956,676.47 $5,808,832.66$
46.13 miles urban pavements of various types and widths, including	
resurfacing and widening	. 11, 155, 320.06
409.10 miles pavement lane widening preparatory to bituminous surfacing	. 13, 229, 420.07
873.16 miles bituminous surfacing of rigid-type pavement, continuous	. 21, 604, 870.77
174.69 miles bituminous surfacing of rigid-type pavement, intermittent	. 2, 405, 241.32
Concrete patching of existing pavement	. 574, 185.28
59.90 miles bituminous surface treatment and flexible base	
18.13 miles seal coats on existing bituminous surface	
Total surfacing	.\$68, 998, 023.00
GRADING:	
23.48 miles roadway grading	.\$ 1,634,877.10
14.83 miles shoulder widening	. 191, 211.34
Total grading	.\$ 1,826,088.44
STRUCTURES:	
45 bridges	
14 culverts and 14 culvert extensions	
22 narrow bridges widened or replaced	. 1,852,611.74
2 bridges improved or repaired	. 528, 403.61 . 7, 654, 041.55
18 highway grade separation structures	19 717 109 77
Total structures	.\$29,618,060.27
MISCELLANEOUS:	
69 traffic control signal installations	.\$ 755, 994.72
3 highway lighting installations	57, 384.50
44 buildings to be removed	
1.72 miles landscaping	. 15, 306.00
Intersection improvements	23,085.50
5.39 miles gravel or crushed-stone shoulders	. 44,994.00
4.59 miles guardfence reconstruction	. 402, 412.46
Bituminous underseal of pavement	356, 847.20
15.84 miles storm sewers and drainage improvements	. 7, 440, 144.09
13 railroad grade crossing automatic protective installations	239,693.57
Other	
Total miscellaneous	
Total all work, primary system	\$ 110,396,113.66

Contracts awarded for improvements of State primary highways are listed in Table 19. These include contracts awarded by Cook County as well as those awarded by the State.

Included in this list of contracts are two for Federal-aid secondary work on State bond issue routes. One on SBI 7 (FAS 1355) between Marseilles and Ottawa was awarded for \$482,646.10 which pro-

Total	Cost	201, 619, 40 15, 537, 168, 18 21, 865, 223, 76 21, 865, 285, 01 14, 339, 921, 36 22, 872, 168, 18 27, 890, 675, 40 13, 803, 587, 90 29, 216, 894, 20 25, 872, 08 27, 074, 389, 71 13, 364, 542, 78 11, 952, 918, 73 11, 952, 919, 175 11, 952, 999 10, 10, 167, 314 11, 952, 581, 61 11, 952, 597, 58 23, 447, 490, 20 26, 672, 209, 20 11, 952, 597, 58 28, 937, 261, 01 64, 299, 508, 72 77, 518, 939, 33 46, 464, 174, 03 62, 977, 261, 01 64, 299, 508, 72 70, 503, 453, 453 88, 972, 986, 92 135, 726, 986, 92	\$1,178,336,406,16
Miscellaneous Items <sup>5</sup>	Cost	100 00 00 00 00 00 00 00 00 00 00 00 00	\$36, 629, 405, 87
Structures 4	Cost	\$ 120, 401.77  1, 487, 482.87  1, 488, 289.34  1, 488, 289.34  2, 934, 653.06  1, 070, 387.21  2, 888, 038.03  2, 357, 421.08  2, 354, 487.17  3, 243, 487.17  3, 243, 487.17  3, 471, 486.03  3, 187, 429.65  1, 329, 942.96  3, 183, 183.53  3, 184, 428.81  3, 185, 949.08  3, 187, 108, 888.59  429, 388.59  15, 689, 551.99  16, 011, 210, 53  36, 580, 830.48  40, 077, 166.08	\$236,923,818.46
Str	No.		3, 750
Grading3	Cost	715, 713. 086, 198. 8801, 712. 8803, 059. 179, 339. 179, 339. 186. 186. 187, 728. 186. 186. 187, 728. 187, 728. 188. 1	\$62, 632, 572, 24
	Miles	1135.05 111.0	3, 253.91
Gravel or Crushed Stone	Cost	73, 444. 43, 618. 73, 444. 43, 618. 73, 817. 73, 817. 73, 817. 73, 817. 73, 817. 73, 817. 73, 817. 73, 817. 44, 924. 44, 924. 41, 942. 22, 499.	\$9, 206, 378.62
Grush	Miles		420, 44
Bituminous Surface on Gravel or Stone Base <sup>2</sup>	Cost	11, 581.0 11, 581.0 12, 582.0 13, 582.0 14, 582.0 16, 582.0 17, 582.0 18, 582.0	\$15, 127, 212, 28
Bituminor Gravel or	Miles	2 2 2 3 2 3 2 3 2 3 3 3 3 3 3 3 3 3 3 3	692.22
Rigid-type Pavement!	Cost	\$\begin{align*} 14, 701, 053, 23 1, 935, 592, 30 18, 575, 283, 31 12, 634, 976, 80 23, 123, 159, 60 13, 597, 135, 32 13, 597, 135, 32 13, 597, 135, 32 13, 597, 135, 32 13, 597, 135, 32 13, 539, 229, 51 24, 361, 360, 36 20, 674, 468, 63 21, 653, 238, 74 10, 904, 152, 33 7, 531, 631, 24 7, 531, 631, 24 10, 694, 309, 89 8, 937, 963, 46 10, 544, 566, 55 32, 589, 431, 82 10, 544, 566, 55 32, 589, 431, 82 10, 541, 566, 55 33, 654, 204, 85 44, 785, 993, 93 36, 640, 700, 15 80, 439, 657, 12 80, 439, 657, 12	\$817,817,018.69
	Miles	8.36 444.95 444.95 472.05 9904.15 9904.15 1911.75 1911	18, 996, 47
Year	C		Total II

1 Mileages include bituminous surfacing of existing pavements but not seal coats on existing bituminous surfaces, pavement patching, or pavement lane widening.

Costs include all four of these items.

2 Costs include seal coats on existing bituminous surfaces but mileages do not.

3 Consists only of grading contracts awarded separately from surfacing or grading. Includes bridges, grade separation structures, and special structures.

4 Consists only of structure contracts awarded separately from surfacing or grading, highway lighting, sidewalks, etc.

5 Includes such items as railroad grade crossing protection, landscaping, traffic control signals, highway lighting, sidewalks, etc.

vided for the construction of three bridges, one box culvert, and paved approaches. The other was for widening a bridge on SBI 49 (FAS 1338) about 2 miles north of Cissna Park and was awarded for \$65,983.00. These contracts have been included in the tabulation of primary contracts in this section, but because Federal-aid secondary funds were involved they are also included in Table 55 of Section XI, Local Roads and Streets. Both of these projects were financed from Federal-aid secondary "D" funds as provided by the 1958 Federal-aid Highway Act.

5. SECONDARY ROAD CONTRACTS.—The secondary road contracts awarded directly by the State during 1958 provided for the following improvements:

### SURFACING: 0.74 mile portland cement concrete pavement, divided 4-lane..... 282, 308.29 2, 168, 207.11 135, 490.32 2, 554, 905.06 2, 180, 753.11 Total surfacing .....\$24,747,869.37 GRADING: 28.68 miles roadway grading...... \$ 754,010.91 STRUCTURES: 65 bridges .....\$ 4,604,610.87 257, 825.45 36,877.18 389, 751.19 171, 709.41 MISCELLANEOUS: 2 traffic control signal installations.....\$ 15,972.66 4,990.80 53,833.50 4 railroad grade crossing automatic protective installations........... 59, 160.57 Total miscellaneous ......\$ Total all work, secondary system......\$31, 182, 166.89

The total secondary contracts, as summarized above, are listed by contract in the tables of this report. Those involving Federal-aid secondary funds totaling \$29,813,634.30 are shown in Tables 54 and 55 of Section XI. Two contracts previously mentioned on this page amounting to \$548,629.10 are shown in Table 55 because they involve Federal secondary funds and also shown in Table 19 because they are improvements to primary highways. Contracts for secondary roads not financed with Federal-aid secondary funds, amounting to \$1,368,532.59, are shown in Table 19 of this section.

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Gravel or Stone Base <sup>2</sup>
Miles Cost Miles
\$ 15,283.98
54 253, 570, 69 147, 88 88
322, 639.62
142, 362.98
392, 145.57
209, 552. 51
31, 366.31 32.
304, 693.94
227.47 22.
170, 536, 87
87 221, 237.37 17.
67 2, 813, 024.80
05 3, 596, 940.14 175.
091.90 29.
83 1, 561, 673.09 94.
35 1, 597, 737.83 51.
83   4, 488, 003.27   87.
77 7, 326, 834.26 142.
02   4,342,166.56   91.
70 6,927,467.78 146.
54 7, 526, 801, 50 148.
84 8, 384, 424, 32 141.
14, 314, 033.80
92 \$67, 441, 392.68 2, 417.10

NOTE: This table includes the following work not located on the Federalaid secondary system:

(a) Certain secondary roads constructed with Federal aid prior to establishment of Federal secondary system.

State construction on State-aid roads. (p) Roads serving State parks or institutions. (၁)

primary or secondary system, and to be financed entirely with Federal funds authorized by the Defense Highway Contracts for certain access roads not located on either Act of 1941. (p)

(e) Federal forest highways.

coats on existing bituminous surfaces or pavement patching. Costs include <sup>1</sup> Mileages include bituminous surfacing of existing pavements but not seal Costs include seal coats on existing bituminous surfaces and base repairs all three of these items.

Includes mileages and costs of shale and of soil-cement surfaced roads. but mileages do not.

Includes cost but not mileage of oil earth surfaces on previously graded \* Consists only of grading contracts awarded separately from surfacing.

Consists only of structure contracts awarded separately from surfacing or grading. Includes bridges, grade separation structures, and special structures. roads.

Includes such items as railroad grade crossing protection, landscaping, highway lighting, sidewalks, etc.

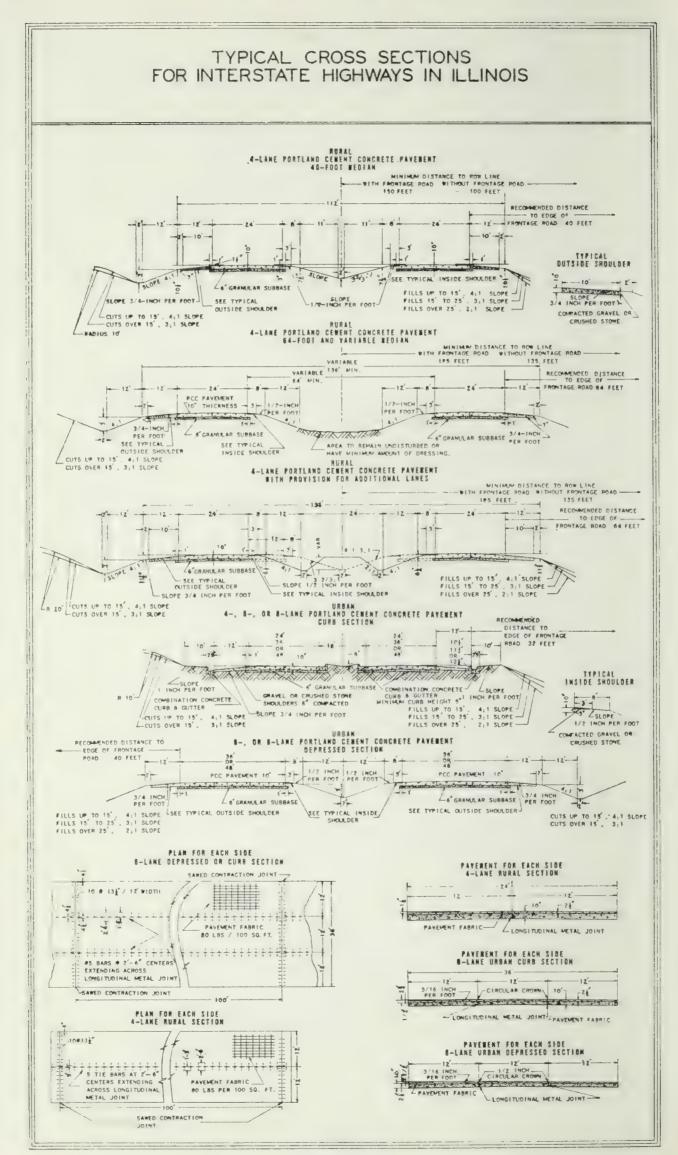


Figure 6.

# TYPICAL CROSS SECTIONS FOR INTERSTATE HIGHWAY BRIDGES AND GRADE SEPARATION STRUCTURES

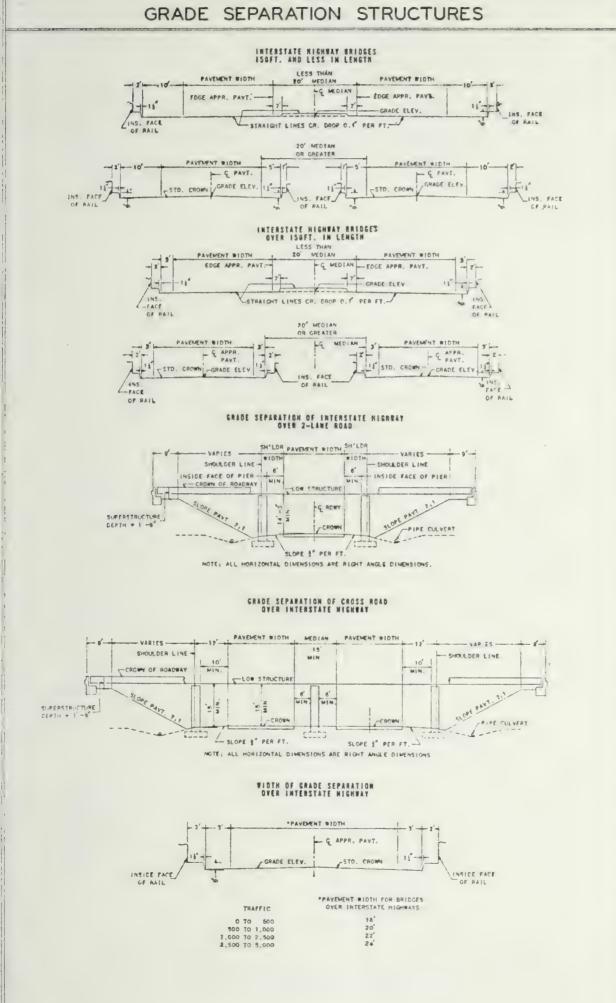


Figure 6.—Concluded.

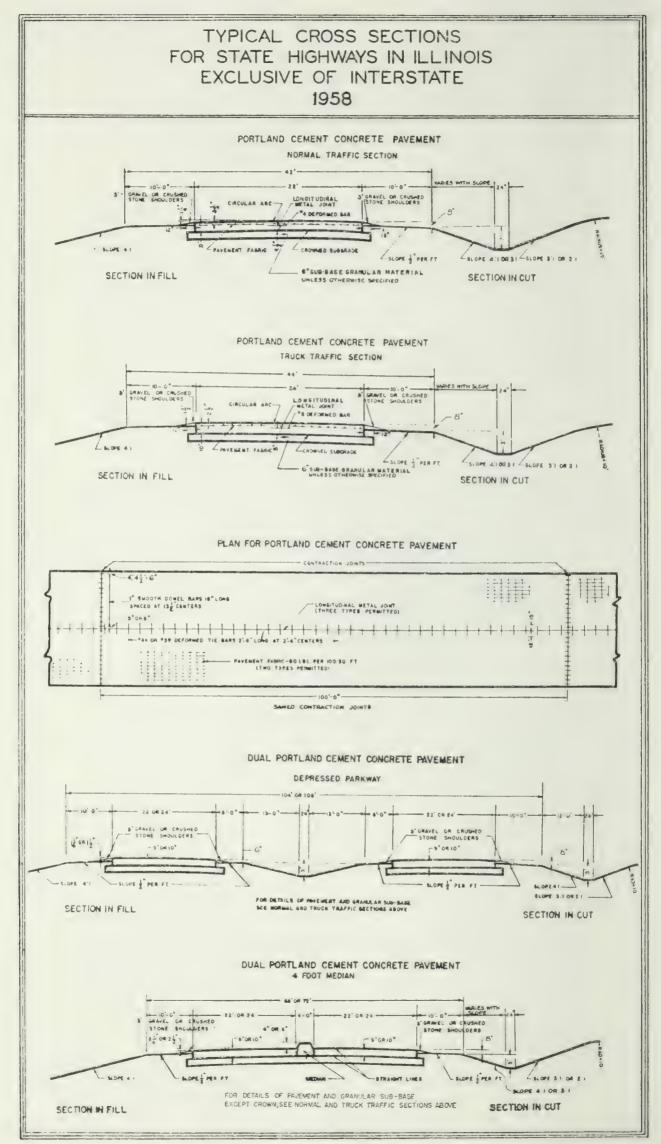
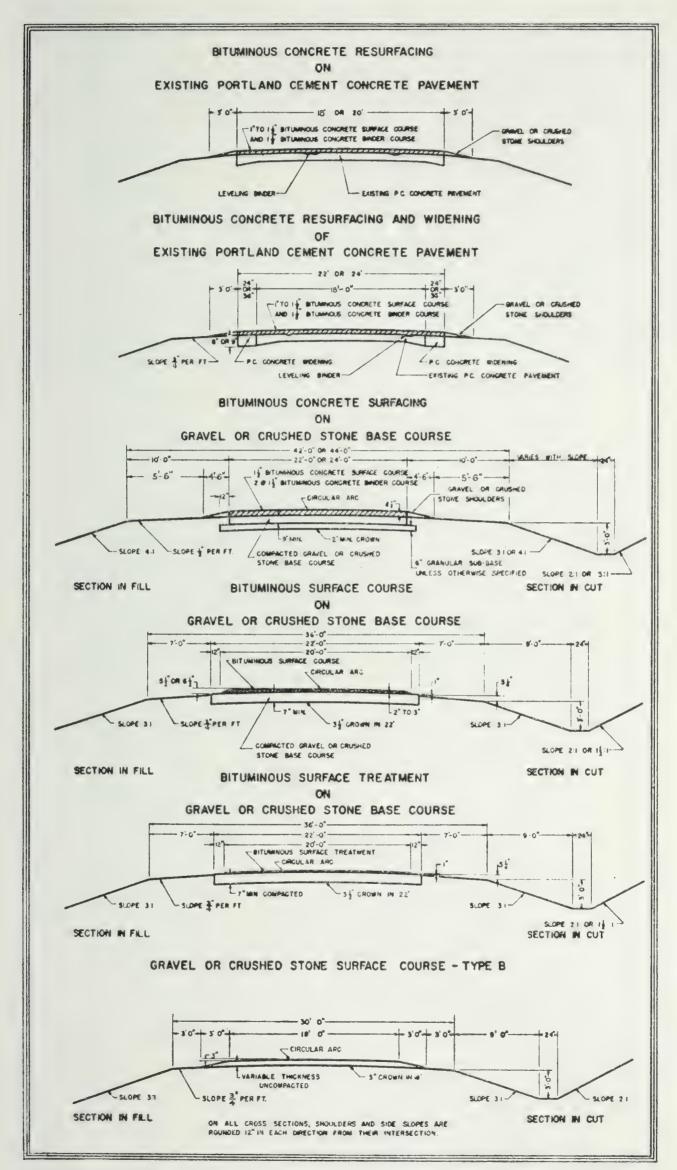


Figure 7.



Figures 7.—Concluded.

TABLE 16.—TABULATION OF 1958 CONTRACT AWARDS ON FEDERAL AND NONFEDERAL PROGRAMS.

			Awarded By				
System and Fund Designation	Interpretation of Designation	State	Cook County	City of Chicago	Federal-aid Program	Non-Federal- aid Program	Total
Interstate and Other Primary Int. Int. G. Hrerstate, Federal-ai Federal-ai Federal-ai Federal-ai Federal-ai Federal-ai Federal-ai Federal-ai Federal-ai	Interstate. Interstate. Interstate, railroad-highway. Federal-aid primary. Federal-aid primary, interstate. Federal-aid primary, railroad-highway. Federal-aid urban.	085. 728. 348. 682. 648. 775.	\$11, 354, 450.61	\$24, 476, 171.91	\$81, 420, 708.18 3, 720, 728.16 34, 561, 348.71 517, 682.05 837, 648.60 15, 228, 539.11 2, 210, 775.60		708. 348. 682. 648. 775.
State State I State DL BUGI	State funds only, interstate State funds only, day labor Expressway bond issue, urban Expressway bond issue, urban railroad-highway, on interstate.	12, 464, 875. 52 291, 187. 96 1, 356, 936. 84	234, 109. 29 14, 744, 276. 53	1	14, 744, 276.53	\$12, 464, 875. 52 525, 297. 25 1, 356, 936. 84	464, 875. 525, 297. 356, 936. 744, 276.
BUG 1000 1000 1000 1000 1000 1000 1000 10	Expressway bond issue, urban railroad-highway Federal-aid primary. "D" funds Federal-aid urban, "D" funds	17, 294, 233. 72 1, 103, 953. 60		1	3, 562, 139, 34 10, 044, 896, 33 17, 294, 233, 72 1, 103, 953, 60		3, 882, 199, 94 10, 044, 896, 33 17, 294, 233, 72 1, 103, 953, 60
on SBI Rte.).	Federal-aid secondary, "D" funds.	548, 629, 10			548, 629.10	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	548, 629, 10
Total inters	Total interstate and other primary	\$135, 726, 624.63	\$40, 259, 932.70	\$24, 476, 171.91	\$186, 115, 619.63	\$14, 347, 109.61	\$200, 462, 729.24
Secondary System FAS 1DS USG FH State State DL SB 275	Federal-aid secondary. "D" funds. Federal-aid secondary, "D" funds. Federal-aid forest highway. Federal sonly. State funds only, day labor. State funds only, day labor.	\$21, 948, 010.27 7, 865, 624.03 361, 233.00 244, 226.01 384, 410.92 190, 024.16 188, 638.50			\$21, 948, 010.27 7, 865, 624.03 361, 233.00 244, 226.01	\$384, 410.92 190, 024.16 188, 638.50	\$21, 948, 010.27 7, 865, 624.03 361, 233.00 244, 226.01 384, 410.92 190, 024.16
Total secondary	lary	\$31, 182, 166.89			\$30, 419, 093.31	\$763, 073.58	\$31, 182, 166.89
Total all contracts.	traets	\$166, 908, 791.52	\$40, 259, 932.70	\$24, 476, 171.91	\$216, 534, 712.94	\$15, 110, 183.19	\$231, 644, 896.13

"" "" "" funds were emergency appropriations of the 1958 Federal-aid Highway Act to be used with 2 to 1 Federal-State matching ratio. In order to use "D" funds contracts were required to be awarded by December 1, 1958 and completed by December 1, 1959.

## 1958 REVISION Suggested Change ) for fature fermits

PAVEMENT AND BRIDGE REHABILITATION. - Contracts for modernization of existing rigid-type pavements by widening and resurfacing, including related bridge work, within the rural area, are listed in Part A and those within the urban area are listed in Part of Table 19. This work is a very important part of our highway program. It accounted for 33.9 per cent of all primary (except interstate) highway contract awards, 11.3 per cent of all secondary contract awards, and 28.9 per cent of all contracts (except interstate) awarded during 1958.

The following tabulation summarizes these data:



- 6. STATE DAY LABOR CONTRACTS.—Contracts for high-way improvements awarded to State day labor forces, amounting to \$1,546,961.00, are listed in Table 19. Included in these contracts were \$1,356,936.84 for primary highway improvements and \$190,024.16 for secondary roads. These contracts cover a wide variety of work largely for restoration or reconditioning of existing highways. They are paid from construction or maintenance funds depending on the nature of the work.
- 7. FEDERAL AND NONFEDERAL PROGRAMS.—Of the total State highway contracts awarded amounting to \$231,644,896.13, Federal aid was involved in \$216,534,712.94 or 93.5 per cent while contracts to be financed entirely with State or State and county funds amounted to \$15,110,183.19 or 6.5 per cent. The status of recent allotments of Federal aid to Illinois is given in Table 10 of Section II, Pinancing.

Table 16 shows the contracts awarded in 1958 by each unit of government for State highway purposes classified by funds obligated.

- (a) Interstate Highway Awards.—The contracts awarded for interstate work involving 90 per cent Federal and 10 per cent State participation totaled \$85,141,436.34. In addition contracts on interstate highways involving 1954 Act interstate funds, Federal-aid primary, and urban funds amounted to \$4,399,881.99 and interstate contracts to be financed entirely with State and county funds amounted to \$525,297.25. This accounts for the interstate contracts listed in Table 19 of \$90,066,615.58.
- (b) Other Primary Highway Awards.—On other primary highways, awards involving Federal-aid primary, urban, secondary, and grade crossing funds amounted to \$96,574,301.30, most of which was financed with 50 per cent Federal participation. Other primary contracts financed entirely with State and county funds amounted to \$13,821,812.36.
- (c) Secondary Highway Awards.—Secondary highway awards totaled \$31.182,166.89. Of this amount Federal funds participated in contracts amounting to \$30,419,093.31 which involved Federal-aid secondary, railroad grade crossing, and Forest Highway funds. The remaining secondary highway contracts, \$763,073.58, were financed entirely with State, and State and county funds.
- 8. PAVEMENT REHABILITATION.—Contracts for modernization of existing rigid-type pavements by widening and resurfacing are listed in Part B of Table 19. This work is a very important part of our highway program. It accounted for 34 per cent of all other primary highway contract awards, 11 per cent of secondary contract awards, and 18 per cent of all highway contracts awarded in 1958. The following tabulation summarizes these data.

PRIMARY HIGHWAYS:  Pavement widening and resurfacing including related bridge work\$37,043,492.46  Concrete pavement patching
Total, primary system\$37, 392, 202.14
SECONDARY ROADS:
Pavement widening and resurfacing—State funds only
Total, secondary system\$ 3,525,773.67
Total, both systems\$40,917,975.81
9. CHICAGO EXPRESSWAYS.—Expressway contracts awarded during 1958 by the State, Cook County, and the City of Chicago for projects on the expressway system of the Chicago Metropolitan Area totaled \$81,979,890.27 and provided for the following:
CALUMET EXPRESSWAY
1 culvert
Total\$ 60, 569.11
CONGRESS STREET EXPRESSWAY
2.69 miles PCC pavement       \$ 3,001,553.66         1.92 miles grading       1,532,204.78         2 bridges       833,646.02         3 railroad grade separation structures       2,136,365.01         1 highway grade separation structure       1,052,158.25         1 traffic signal installation       3,123.17         6 buildings to be removed       1,000.00         5.39 miles flexible shoulders       111,322.25         3.47 miles storm sewers and drainage improvements       1,590,292.71         Miscellaneous       2,844,700.69
Total
EDENS EXPRESSWAY
1 railroad grade separation structure
Total\$ 803, 138.92
KINGERY EXPRESSWAY
Miscellaneous\$ 28,632.40
NORTHWEST EXPRESSWAY
1.78 miles PCC pavement
7 railroad grade separation structures
234 buildings to be removed
7.72 miles storm sewers and drainage improvements
Total\$58, 963, 076.10
SOUTH EXPRESSWAY
1.98 miles PCC pavement.       \$ 1,238,065.73         8 highway grade separation structures.       5,618,831.68         1 highway lighting installation.       129,357.50         608 buildings to be removed.       231,045.00         Miscellaneous       1,800,807.29
Total\$ 9,018,107.20
Total all work, Chicago expressway system\$81,979,890.27

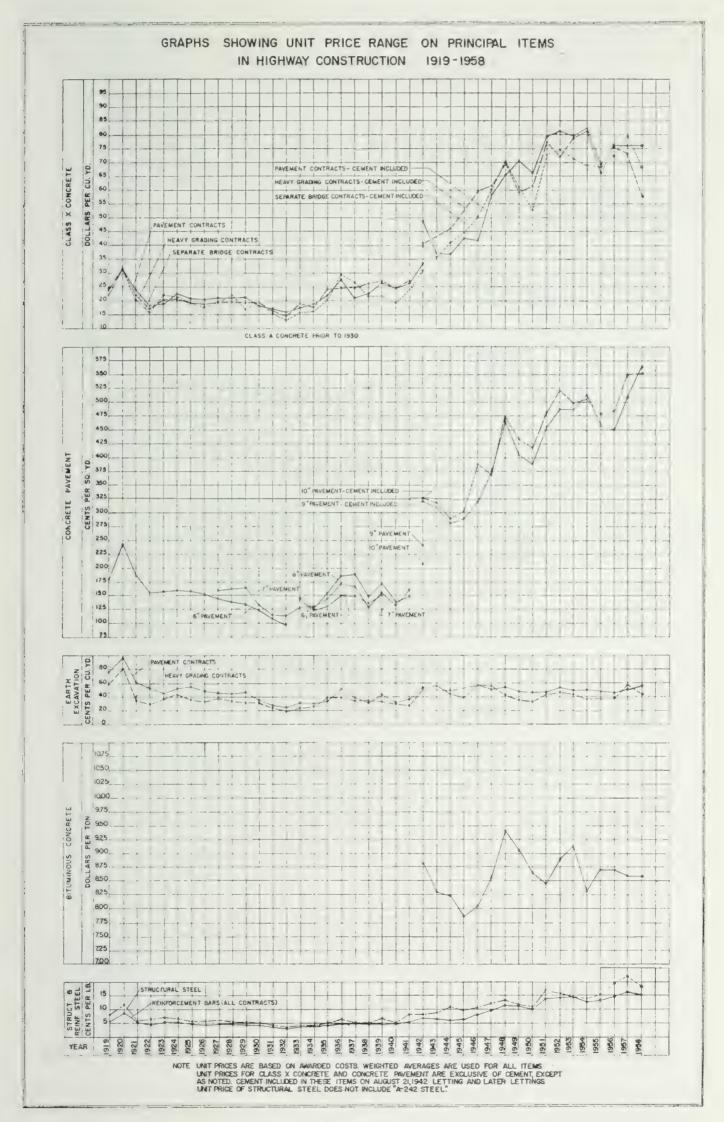


Figure 8.

The practice of assigning part of the Federal-aid urban funds allotted to the State to some of the expressway projects awarded by Cook County and the City of Chicago was continued. The totals of such contracts awarded in the nine years preceding 1958 were \$68,375,492.85 by the county and \$39,460,344.63 by the city. Expressway contracts awarded in 1958 by Cook County and the City of Chicago, which are listed in Table 19, amount to \$40,259,932.70 and \$24,476,171.91, respectively. Most of these contracts were on the interstate highway system. However, expressway contracts not involving Federal aid and financed with motor fuel tax are summarized in Section XI.

10. INTERSTATE HIGHWAYS.—The designation of the National System of Interstate Highways of not more than 40,000 miles was authorized by the Federal-aid Highway Act of 1944. Approval for 37,681 miles on the Nation-wide system was made by the Federal Bureau of Public Roads in 1947. The mileage allocated to Illinois at that time was over 1,500 miles. Additions to bypass urban areas were designated in 1955 which increased the interstate mileage in Illinois to over 1,600.

The Federal-aid Highway Act of 1956 authorized the addition of 1,000 miles to the Nation's system and changed the name to the National System of Interstate and Defense Highways. The additions to the system brought the total mileage for Illinois up to 1,608. Figure 9 shows the location of interstate routes in Illinois.

A summary of the contracts on the interstate system, exclusive of construction by toll authorities, is given in the following tabulation.

Type of Improvement	Before 1958	During 1958
8-lane pavement	2.85 mi.	0.34 mi.
G-lane pavement		4.20 mi.
d-lane pavement	59.74 mi.	38.82 mi.
Converting 2-lane pavement to 4-lane divided pavement	70.39 mi.	
2-lane pavement	127.98 mi.	.3.89 mi.
Bituminous surfacing of existing pavement	95.59 mi.	
Grading	26.60 mi.	12.48 mi,
Bridges	66	26
Railroad grade separations	38	16
Highway grade separations		79
Miscellaneous sewer & water main construction		5.05 mi.
Temporary railroad relocation	3.60 mi.	3.04 mi.
PCC frontage roads & retaining walls	1.13 mi.	
Total contract cost\$	150,864,388.73	\$ 90,066,615.58

11. FREEWAYS.—Figure 10 shows the location of highways in Illinois which have been designated as freeways. An additional 169 miles of State highways were declared freeways in 1958 bringing the total length so designated to 1,811 miles. Those designated in 1958 are:

FAI Route 74 from Iowa-Illinois State line to north of Knox-Henry County line.

FAI Route 90 from Wisconsin-Illinois State line to north terminus of Northwest Tollway.

FA Route 16 (Ill. 15) from Mt. Vernon to northwest of Bluford.

FA Route 6 (US 20) from east of Rockford to Boone-Winnebago County line.

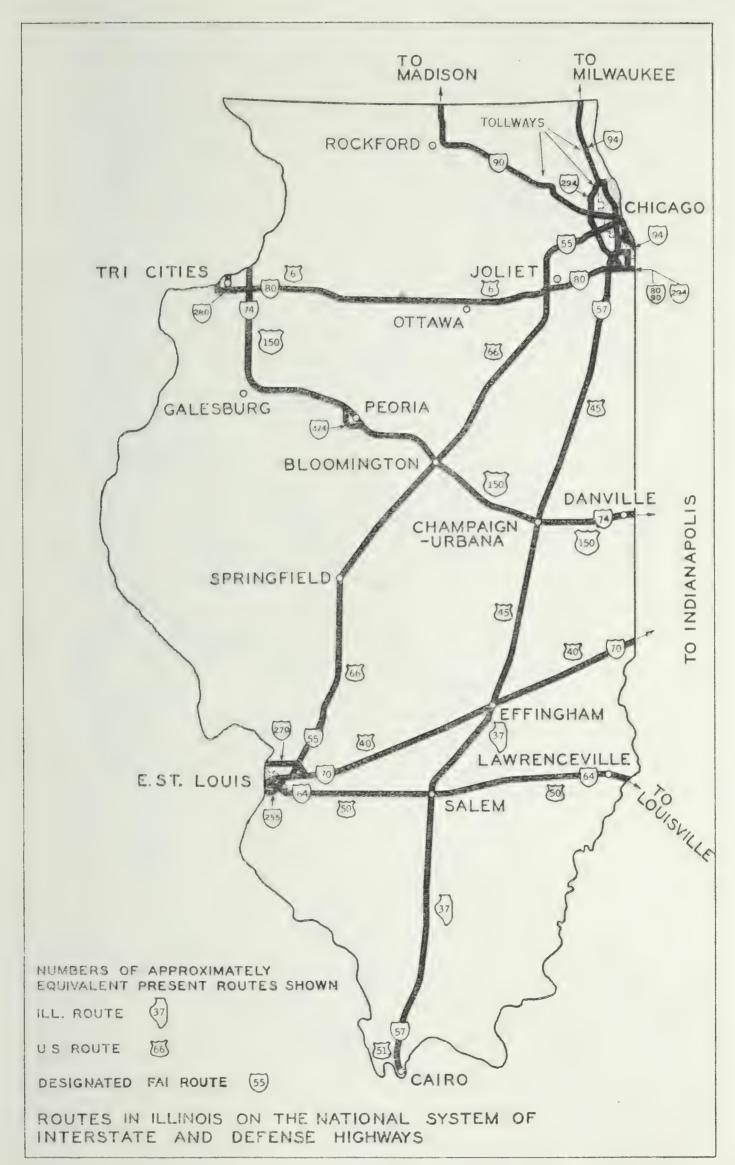


Figure 9.

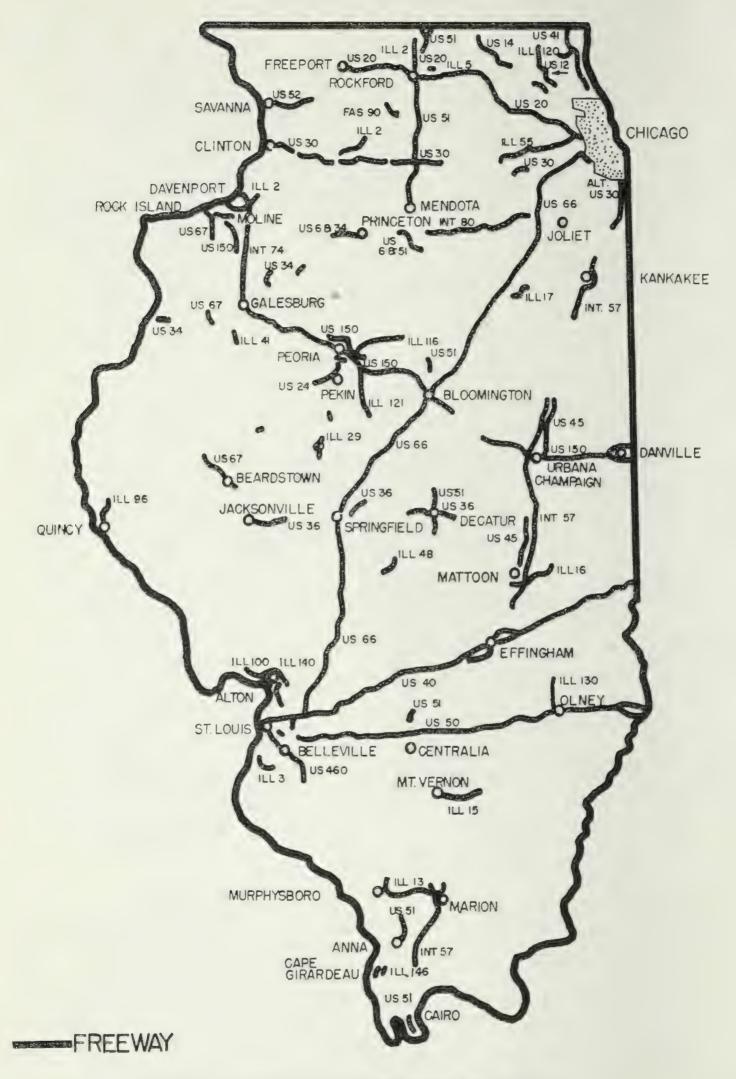


Figure 10.—Location of highways designated as freeways.

FA Route 131 (US 30) from west terminus of East-West Tollway to SBI 71.

FA Route 141 (US 30) from northwest of Sugar Grove to 2.7 miles west of Aurora.

On access road to Kickapoo State Park.

FAI Route 74 from south of Moline to southeast of Geneseo.

SBI Route 2 (US 51) from south to northwest of Kappa.

SBI Route 13 (US 51) west of Marion.

FA Route 2 (US 51) from Ogle-Winnebago County line to Mendota.

SBI Route 2 (US 51) at east edge of Patoka. FA Route 25 (Ill. 29) west of Mason City.

FA Route 36 (US 24) extending north from Quincy.

FA Route 92 (Ill. 104) west of Jacksonville.

FA Route 18 (Ill. 17) from southwest to northeast of Reddick.

FAI Route 74 from 27th Street in Moline south to FAI 280.

FAI Route 94 from Illinois-Wisconsin State line southerly to near Rosecrans.

FAI Route 80 from south of Ladd to north of Peru.

FA Route 9 (US 34) from west of Gladstone intersection to west of Biggsville.

FAS Routes 453 and 457 from Dickson Mounds State Park to SBI 78 southeast of Lewistown.

SBI Route 5 (US 20) from ½ mile west of Cherry Valley to ¼ mile east of the Boone County line.

FA Route 194 (Alt. US 20) from west of Rockford southeasterly to near Cherry Valley and connection with Northwest Tollway.

FA Route 172 from  $\frac{1}{2}$  mile east of Illinois River Bridge easterly 1.79 mi. FAS Route 203 from west to northwest of Milan.

FA Route 25 (Ill. 29) from south to northwest of Green Valley.

FA Route 49 (US 36 and 54) from east of Jacksonville to Morgan-Sangamon County line.

12. BRIDGES.—The bridge plans prepared, bridges placed under contract, and other bridge work for 1958 are summarized in the following tabulation:

Bridge Plans Prepared	Number
County and township	3
State bond issueFederal-aid	143
Subtotal.	171
Culverts (State and Federal-aid contracts)	1, 706
Total	1,877

Bridges Placed Under Contract	Number	Contract Price
County and township	1 3 9 216 229	\$ 14, 985.60 132.001.28 436, 334.60 35, 454, 323.29 \$36, 037, 644.77

#### OTHER WORK

Shop drawings for steel bridges approved	332
Steel bridges for which shop inspection of steel was made	237
	427
Old bridges analyzed for strength	260
Tons of structural steel inspected	. 573

Table 17 indicates the plans prepared and contracts awarded for bridges and foreign plans approved, annually, since 1906. It includes all bridges for State and county highways whether built as independent contracts or included in general road contracts.

TABLE	17.—RECORD	OF	BRIDGE	WORK,	1906-1958.

Year	Plans and Specifica- tions Prepared	Contracts Let on State Plans	Contract Price	Foreign Plans Approved <sup>1</sup>
906				
hru				
930	8, 319	6, 137	\$ 34, 692, 985.27	16, 987
931	673	437	3, 997, 361.24	6, 221
932	683	603	3, 988, 988.46	7, 546
933	482	390	2, 815, 976.05	4, 410
934	419	299	4, 547, 005.88	5, 020
	342	300	4, 394, 287.12	2, 441
935 936	319	258	7, 742, 110.07	3, 060
	288	254	4, 506, 279.14	1, 952
937	304	236	3, 921, 100.75	1, 050
	272	217	2, 817, 481.72	1, 044
939		194	2, 838, 897.03	832
940	266			666
941	138	130	3, 067, 158.02	279
942	220	106	1, 104, 427.66	
943	122	62	418, 753.64	198
944	149	74	817, 973.77	223
945	110	90	1, 682, 640.00	226
946	128	141	3, 545, 550.62	450
947	137	135	4, 767, 188.35	189
948	122	93	6, 779, 175.89	196
949	90	86	4, 952, 839.41	132
950	164	99	2, 750, 017.08	122
951	108	130	6, 566, 189.53	98
952	133	120	10, 785, 576.92	185
953	109	132	9, 287, 045.05	218
954	171	155	13, 354, 854.18	324
955	146	146	13, 850, 013.76	349
956	137	166	15, 167, 468.10	429
957	139	216	38, 769, 316.32	350
958	171	229	36, 037, 644.77	427
Total	14, 861	11, 635	\$249, 966, 305.80	55, 624

<sup>&</sup>lt;sup>1</sup> Plans prepared by county superintendents of highways and others outside of the Division of Highways.

13. RAILROAD CROSSINGS.—Contracts for 17 railroad grade separation structures, 4 combination railroad and highway structures, and 5 railroad grade separations with paved approaches were awarded in 1958 as shown in Table 18. Federal-aid funds are involved in the financing of each of these structures.

Construction was also authorized for the protection and improvement of 51 railroad grade crossings exclusive of FAS work reported in Section XI. Included were automatic flashing-light signals at 7 primary highway crossings and 3 on secondary routes; installation of automatic flashing-light gates on 6 primary and one secondary highway crossing; improvement of the crossing proper, including modernization or relocation of existing signals at 26 primary highway crossings; and reconstruction including track raising, relocation, or widening at 8 locations on primary routes. The total cost of this work was \$642,238.01 of which \$583,077.44 was on primary highways and

\$59,160.57 on secondary roads. Participation in the financing of crossing protection described above was as follows:

State\$495,075.55
Federal Government
Counties
Cities
Railroads
Total\$642,238.01
Total\$642,238.01

TABLE 18.—RAILROAD GRADE SEPARATION STRUCTURE CONTRACTS AWARDED DURING 1958.

		Location	Highway Over		Total Estimated Cost to	
Route	Section	County	Near	Under	Railroad	State and Railroad
FAI 90	3333-223S	Cook	Des Plaines Ave.	Under	B&OCT	\$ 155,600
FAI 90	3333-224S	Cook	Des Plaines Ave	Under	CGW	174, 310
FAI 90	3333-225S	Cook	Des Plaines Ave.	Under	CTA	104, 710
FAI 90	3333-226S	Cook	Congress Street east of			
T1 1 7 00	2000 0000		Des Plaines Ave	Under	CTA	711, 800
FAI 90	3333-227S	Cook	Congress Street east of	77	D & O CIM	1071 000
TATOO	100 371	Cal Da	Des Plaines Ave	Under	B&OCT	1971, 890
FAI 90	100-V1		Lake St. Ext.	Over	C&NW	1262, 800
FAI 90	100-V2 0707-407H		Lake St. Ext.	Over	C&NW	$^{1}220,540$
FAI 94	0707-407H	Cook	Crosstown Express- way Connection	Over	<sup>2</sup> CTA &	
			way Connection	Over	Crosstown Express-	
					way	1278, 230
FAI 94	0808-456S	Cook	Addison St	Under	C&NW	2, 734, 000
FAI 74	90-13HV	Tazewell	East Peoria	Over	TP&W, IT, NYC&StL	2504 010
TO A T MI	00 1137	(1)	Floor Donnell	0	& SBI 8	<sup>2</sup> 534, 610
FAI 74	90-11V	Tazewell	East Peoria	Over	TP&W C&EI.	1160, 290
FAI 74 FAI 70	10-7V 25-3HV	Champaign Effingham	St. Joseph	Over	Penn. & SBI	215, 840
FAI 10	20-3H V	Enngham	Effingham	Over	11	2177, 140
FAI 70	60-9V	Madison	Wilson Heights	Over	IT	1138, 340
FA 2	22-2V	Fayette	Vandalia	Revise over	Penn.	74, 410
FA 10 Spur		Tazewell	East Peoria	Over	<sup>2</sup> TP&W, IT,	4 1, 110
- 12 10 opai		1 000 11 022222	2000 2 001100 0000000000000000000000000	0.01	P&PU&	
					SBI 8	$^{1}197,040$
FA 21	12-V1	Lake	Wilson	Over	CMStP&P	1156, 030
FA 36	53-V	Adams	Quincy	Over	Wabash	307, 800
FA 132	1-V	Madison	Alton	Over	GM&O	663, 300
FAS 4	56-RV	Lake	Rondout	Over	CMStP&P	178, 950
FAS 520	277-S	Champaign	Champaign	Under	IC	<sup>3</sup> 343, 050
SBI 4	(R, J)V	Macoupin	Staunton	Over	C&NW	<sup>3</sup> 164, 400
SBI 7	34-1	LaSalle	LaSalle	Revise over	IC.	<sup>3</sup> 29, 500
SBI 7 SBI 31	17-S		Spring Valley	Revise under.	CB&Q	233, 420
SBI 31 SBI 48	16-V 126X-S	Fulton Macon	Astoria Decatur	Revise over Under	CB&Q	<sup>3</sup> 142, 740 <sup>3</sup> 602, 690
ODI 10	1401-5	WIACOII	Occatul	Officer	10	-002, 090
					Total	\$9, 833, 430

<sup>&</sup>lt;sup>1</sup> Structure only—furnishing structural steel and railroad work previously reported.

<sup>&</sup>lt;sup>2</sup> Combination railroad and highway grade separation—costs shown are for railroad portion only.

<sup>3</sup> Includes approach work.

TABLE 19.—DETAILED TABULATION OF STATE HIGHWAY CONTRACTS AWARDED DURING 1958, EXCLUSIVE OF FEDERAL-AID SECONDARY CONTRACTS.

PART A.—REGULAR CONSTRUCTION.

	Contract Price	\$2, 066, 143.55 213, 913.07 153, 330.74 181, 391.10 2, 094, 057.33 108, 388.80 199, 713.05	3, 123, 17	8, 475.70	17, 491.84
	Width in Feet	2@24			
	${ m Type}^3$	PCC pavement	Traffic control signals	redestrian barrier repairs	Cable road guard, pedestrian barrier and fence constr
STATE	Length in Miles	4.96			1 1 1 1 1 1 1 1
INTERSTATE HIGHWAY CONTRACTS AWARDED BY THE	Location	Approximately 2½ mi. west to 2 mi. east of St. Joseph Joseph Joseph Main street extension over FAI 74 about ¼ mi. north of St. Joseph County roads over FAI 74, one about 2¼ mi. west and one 1 mi. east of St. Joseph From about 2 mi. northeast of St. Joseph easterly SA 22 over FAI 74 about ¼ mi. north of Ogden County roads over FAI 74 between St. Joseph and Fithian  Frontage road on Congress Street Expressway at intersection with Madison Avenue in Forest Park and	On Congress Street Expressway between Wells St.	on Congress Street Expressway between South Jeffer-	son St. and Des Plaines St.; on Edens Expressway between Cicero Ave. and Winnetka Road; on Calumet Expressway between Little Calumet River and 159th St. and on Kingery Expressway between Torrence Ave. and Wentworth Ave.
INTERSTAT	County	paign		State I Cook-Lake	
	Class <sup>2</sup>	Int. G. Cham Int. G. Cham Int. Cham	State I Cook.	State I	
	Section	10-7-10-7-10-7VB	Dist. 10, Expressway Traffic Signs '58-1	Dist. 10, Pedestrian Barrier Repairs '58-2 Dist. 10, Barrier Construction '58-1 State I Cook.	
	Route1	FAI 74	FAI 94, 80 & FA 122	FAI 94 FAI 90, 94	

							אפיזת	4 1						
935, 426. 28	26, 106.10	777, 655.06	24, 400.00	792, 828.70	224, 300.70	722, 881.67	850, 038.84	569, 572, 08	1, 125, 740, 20	425, 355, 92	308, 200, 68	1, 298, 805, 73	1, 496, 208, 20	379, 907. S0 688, 625. 29
0.64  PCC pavement	1.73 Storm sewers and drainage	Structs	Hwy. gr. sep. struct., excl.	Fur. & fab. str. st. for hwy.	Br. sep. struct	exel. fur. of str. st	Gr. sep. struct., excl. fur.	3 hwy. gr. sep. structs. and substructure for CTA Ry.,	Dual hwy. gr. sep. structs.	Ry., excl. fur. of str. st Fur. & fab. str. st. for 3	hwy. gr. sep. structs	Fur. & fab. str. st. for Ry.	gr. sep. struct., excl.	Hwy. gr. sep. struct. and substructure for CTA Ry., excl. fur. of str. st.
	From 0.3 mi. north of St. Charles Road in Berkeley to 0.2 mi. southeast of Butterfield Road in Hillside 1	Northwest Expressway right-of-way between North Ogden Ave. and North Morgan St. and at North	On Northwest Expressway over Fullerton Ave. in Chicago	On Northwest Expressway over Fullerton Ave. in Chicago	On Northwest Expressway over California Ave. in Chicago	On Northwest Expressway over Diversey Ave. in Chicago	On Northwest Expressway over Crosstown Connection and CTA Ry. in Chicago	Northwest Expressway and CTA Ry, over Kedzic and Belmont Avenues in Chicago	Northwest Expressway and CTA Ry. over Kimball Ave. in Chicago	On Northwest Expressway over Kedzie and Belmont Avenues in Chicago	C&NW Ry. over Northwest Expressway in Chicago.	C&NW By. over Northwest Expressway in Chicago.	On Addison St. over Northwest Expressway in Chi-	Northwest Expressway and CTA Ry. over Pulaski Road in Chicago
Cook	_ Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook.	Cook	Cook
Int   Cook   State I   Cook	Int	Imt	Int	Int	Int.	Imt	Int	Int	Int.	Int	Int. G	Imt. G	Int	Int
42-7.1-2T	100-T	0203-148W	0605-402HB	0605-402HF	0707-405HB	0707-406HB		0807-409HB	0808-410HB	0807-409-HF	- 0808-456SB	0808-456SF	0808-511-HB	- 0908-413HB
FAI 90 42-7.1-2 FAI 90 42-7.1-2T	FAI 90	FAI 94	FAI 94	FAI 94	FAI 94	FAI 94	FAI 94	FAI 94	FAI 94.	FAI 94	FAI 94	FAI 94	FAI 94	FAI 94

TABLE 19.—Continued. PART A.—Continued.

Contract Price		129, 357.50	302, 639.45	44, 250, 00		41, 150.00	34, 150.00	39 950 00	00.00	84, 750.00	49,000.00	75,000.00		147,000.00	743, 332, 42		799, 038.34	404 404	040, 424, 00	511 042 57		733, 166, 44
Width in Feet		8 8 8 9 9 6 9	24			3 6 7 7 9 8 8	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		} ! ! ! ! !	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 1 2 2 1 1 3 6 1		1 t t t t t t t t t t t t t t t t t t t		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Type3	Fur. & installing hwy.	lighting	PCC pavement	Removal of 114 buildings & 1,260 in, dia, tree removal	Removal of 134 buildings &	2,302 in. dia. tree removal. Removal of 117 buildings &	1,765 in. dia. tree removal.	Removal of 101 buildings & 1.906 in, dia, tree removal		3,481 in. dia. tree removal	1,572 in. dia. tree removal	3,807 in. dia. tree removal	Removal of 94 buildings &	814 in. dia. tree removal	Pavement reconstruction	Earth grading and drainage	facilities	Doillead infomtion	Hwy, gr. sep. struct. and	retaining walls, exel. fur.	Pedestrian overpass, exel.	o 81 Grading & retaining walls
Length in Miles	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		1.34		1 1 0 0 1 1		a 0 1 0 0 0 1 1 1	2 9 1 1 9 1 6 9		! ! ! ! ! ! !	5 6 6 1 3 6 6 6	1	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		2.26	1 112		6	9.04		E 8 9 6 5 8 8 8 8 8 8 8	0.81
Location	At 130th St. and South Expressway interchange south of Lake Calumet in Chicago.	On west frontage road of South Expressway between	Right-of-way of South Expressway between 61st and	63rd Streets in Chicago	Right-of-way of South Expressway between 59th and 61st Streets in Chicago	Right-of-way of South Expressway between 57th and 59th Streets in Chicago.	Right-of-way of South Expressway between Garfield	Boulevard and 57th St. in Chicago	Right-of-way of South Expressway between West	Right-of-way of South Expressway between West	1	est 47th Streets in Chicago	Right-of-way of South Expressway between West 43rd St. and West Pershing Road in Chicago	Contrade Straat Remeasurer December Book Book	Sacramento Blvd, and Racine Ave. in Chicago Between Laramie Ave. and Halsted St. in Chicago	From 304 ft. west of Oak Park Ave. easterly to Austin Blvd. in Oak Park		Ave. to Lockwood Ave. in Forest Park, Oak Park,	On Oak Park Ave. over Congress Street Expressway in Oak Park		Home Ave. over Congress Street Expressway, B&OCT RR, CTA and industry tracks in Oak Park	On Congress Street Expressway between Circle Ave. in Forest Park and Oak Park Ave. in Oak Park
County	Cook	Cook	Cook		Cook	Cook	Cook		Cook	C00k	Cook	COOR	Cook	Cook	Cook	Cook	Jool	- NO.	Cook		Cook	Cook
Class <sup>2</sup>	111	Int.	Int.		Int	Int.	Int		Int	Int.	Int	A A A A CO	Int.	Int	Int	Int.	Int		Int		Int.	Int
Section	0909-703L	0911-706.1	2020 RW-01W		2020 RW-02W	2021RW-03W	2021 RW-04W		2121 RW-05W	2122 RW-06W	W70-W 8 6666		2223 KW-08W	2527-108 1	2530-SR-1	3132-229A	3133-241	1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1	3232-209VB		3232-210PB	3233-229A
Route	FAI 90	FAI 90	FAI 94		FAL 94	FAI 94	FAI 94		FAI 94	FAI 94	F A F 94	4 4 4	FAI 94	F 4 I 90	1 1 1 1 1 t	FAI 90	F 4 1 90	1 1 8 1	FAI 90		FAI 90	FAI 90

								DES	SIGN						51
000	1,000.00	60, 848. 65	508, 910.60	155, 602, 25	74, 308, 42	222, 764, 43	32, 295, 08	523, 589.11	188, 212, 05	971.888.75	162, 292, 26	25, 402, 84	95, 956, 35	483, 340.35	228, 216, 92
	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 3 1 4 2 6 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	† 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 6 7 7 6 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 5 6 7 9 8 8 8	1	<i>3</i> 3		
Removed of & building.	Relocating & reconstruction of water mains, sewers &	Hwy. gr. sep. struct., excl.	fur. of str. st	RR gr. sep. struct., excl.	RR gr. sep. struct., exel.	Fur. & fab. str. st. for RR	gr. sep. struct RR gr. sep. struct excl.	fur. & fab. str. st. for RR	gr. sep. structRR gr. sep. struct., excl.	fur. of str. st	siphon, water mains and electrical ducts.	Pavement markings.		exel. fur. of str. st	exel. fur. of str. st
		1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 1 1 1 1		1 6 7 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 3 9 1	0 0 0 0 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2.64	0 32		1 2 6 8 4 7 1
Right-of-way of Congress Street Expressway between Des Plaines Ave. and Harlem Ave. in Forest Park	Along Congress Street Expressway between Harlem and Ferdinand Avenues in Forest Park	On Circle Ave. over Congress Street Expressway in Forest Park	B&OCT RR over Des Plaines Ave. north of the intersection with Congress Street Expressway in Forest Park.	CGW Ry. over Des Plaines Ave. in Forest Park	CTA RR over Des Plaines Ave. in Forest Park	CTA RR over Des Plaines Ave. in Forest Park	CTA RR over Congress Street Expressway in Forest Park	CTA RR over Congress Street Expressway in Forest	B&OCT RR over Congress Street Expressway & CTA RR in Forest Park	Under Congress Street Expressway at Hannah St. in Forest Park		and Wells Street Expressway between Laramie and Wells Streets in Chicago. For remaining part of contract see SBI 64 in the amount of \$17,993.68	1	On Congress Street Expressway Extension to Lake St. over C&NW Ry between Lake St. and St. Charles Road in Berkeley.	On relocated US 66 over Madison St. 1 mi. west of Cook-DuPage County line
Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	,	Cook	DuPage-Cook	DuPage-Cook	DuPage
State I Cook	Int	Int	Int.	Int	Int	Int	Int. G	Int. G Cook	Int	Int.		State		Int	Int.
3333-149W	.3333-204T	3333-212VB	3333-223SB	3333-224SB	. 3333-225SB.	3333-2258F	. 3333-226SB	3333-226SF	. 3333-227SB	3333-235, T	Dist. 10 Payt.	1 1		100 VB-2	. 22-1HB-1
FAI 90	FAI 90.	FAI 90	FAI 90	FAI 90	F.M. 90	FAI 90.	FAI 90	FAI 90	FAI 90	FAI 90	FAI 90	FAI 90.	FAI 90.	FAI 90	FAI 55

TABLE 19.—Continued. PART A.—Continued.

Contract Price		192, 345, 23	196, 181.70	308, 653.40	226, 309. 22	37, 190.36	221, 944. 73	65, 255.37	142,003_11		156, 869. 19	67, 630.81	1, 682, 210.60	331, 219.05	365, 012.03	626, 970, 70
Width in Feet		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 2 4 2 2 2 3 4 4 7 7	1 T P P P P P P P P P P P P P P P P P P	8 1 2 8 8 9 6 6 7		 	2 6 8 2 7 1 1	2@10. 2@	8 & 2@6	26 8 and	2@10	2@24	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
$\mathrm{Type}^3$	Hwy. gr. sep. structs., excl.	fur. of str. st	Storm sewers Dual bridges, evel, fur, of	str. st.	fur. of str. st.	gr. sep. struct.	excl. fur. of str. st. for dual	RR gr. sep. structs.	Hwy. gr. sep. structFlexible shoulders		Hwy. gr. sep. struct Flexible shoulders		PCC pavement	2 bridges	4 gr. sep. structs	Gr. sep. struct.
Length in Miles		9	1.58	t		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3.92		3,69		6.25	(	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Location	On Emroy Ave. over Congress Street Expressway and Lake St. Connection in Elmhurst	In vicinity along DuPage-Cook County line between	Over Little Wabash River about 2½ mi. southwest of Effingham	On Ill. 32 & 33 over FAI 70 about 1 mi. northwest of Effingham	On Ill. 32 & 33 Over FAI 70 about 1 mi. northwest of Effingham	On FAI 70 over Penna RR and SBI 11 about 34 mi.	On FAI 70 over Penna RR and SBI 11 about 34 mi.	On North Gardner Road over US 66 about 1 mi. north	From about ½ mi. southwest of Braceville to about 1½ mi. southwest of Gardner.	On Braceville Road over US 66 at north city limit of	From Braidwood south to about ¼ mi. southwest of Braceville.	From about ½ mi. west of Ill. 47 westerly to 6.25 mi.	Over Nettle Creek about 2 mi. northwest of Morris	and over East Fork of Nettle Creek ¾ mi. northwest of Morris	LaSalle County line	On FAS 1272 over FAI 80 about 6 mi. west of Morris, (Balance of contract listed in FAS tabulations by "Local Roads & Streets Section", Grundy Co., FAS 1272, Sec. 40)
County	DuPage	DuPage	Effingham	Effingham.	Effingham	Effingham	Effingham	Grundy	Grundy	Grundy	Grundy	Grundy	Grundy	Grundv		Grundy
Class <sup>2</sup>	Int	Int	Int.	Int	Int.	Int	Int	Int	Int.	Int.	Int.	Int	Int	Int		Int.
Section	100 HB-3	100T-1	25-3B-1	25-3HB-2, 107-2	25-3HF-2	25-3HVB-1	25-3HVF-1	32-1HB-1	32-1-I-1	32-IHB-2	32-1-I	32-2	32-2B	39-HB		32-ZH B K
Route	FAI 90	FAI 90	FAI 70	FAI 70	FAI 70	FAI 70	FAI 70	FAI 55	FAI 55	FAI 55	FAI 55	FAI 80	FAI 80	FAT 80	8 8 4	r 31 80

											DI	esio	IN									53	
	1,810,000 00	283, 714 70		18, 497 36		154, 035.01	254, 399, 50	263, 282, 55	139, 304, 40	132, 766, 55	114, 707, 78		1, 523, 000.00			2, 442, 659, 01	475, 345 70	18,880.50	76, 168, 27	11,600 00	13,849 00	(H) (C)	
2(0.24	1			1 1 1 1 1 1 1 1	(	- 21, 20	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2(0.24	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	24, 2(a 24)	: 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1	1		
PCC pavement.	Hwy. gr. sep. struct.	gr.	ķ	Traffic control signals	Hwy. gr. sep. struct. Flexible base and bit. surf.	Teatingne	Bridge	Bridge	Dual hwy. gr. sep. structs.	hwy. gr. sep. structs.	Fur. & fab. str. st. for dual hwy. gr. sep. structs	PCC pavement	Dual hwy. gr. sep. structs	Hwy. gr. sep. struct	PCC pavement 3 hwy, gr. sep. structs	excl. fur. of str. st.	and approaches to bridge	system	Bridge painting	Removal of 22 buildings	Removal of 27 buildings	Removal of 20 buildings.	
	) 1 3 3 1 1				0.84			; 1 1 0 4 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2.43			2 39	! ! !		† 1 1 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		1	1		
From about ½ mi. southwest of III. 47 extending north- easterly and on III. 47 north of Morris.	Morrison from 1 to 1 to 2 about 1 mil. Holfin 01	On III 27 over FAI 80 about 2 mi. north of Morris	trance and ramp of south-bound lane of east belt- line in Kankakee at Court St. (III. 17) with ramp of north-bound lane of east beltline and side road in	On load over FAI 57 about 34 mi. southeast of	Transanco	Over Embarrass River near northwest corporate limit	Over Otter Pond Ditch about 1 mi. east of Lawrence-	On FAI 64 over local road about 214 mi. east of Law-		On FAI 70 over US 40 about 34 mi. west of Collins-	From ¼ mi. northeast of US 40 northeasterly to about	On FAI 70 over township road ½ mi, north of Collins-	On township road over FAI 70 about 1 mi. north of	On FAI 70 between a point about 1/2 mi. west of III.	159 and the intersection with US 66 and 40	Over Illinois River, RI RR and Washington St. re-	On Illinois River Bridge between Peoria and East Peoria.	Over Illinois River, RI RR and Washington St. re-	Right-of-way of III, 116 between north University Ave	and north Knoxville Ave. in Peoria  Right-of-way of FAI 74 between North St. and North	Knoxville Ave. in Peoria	Right-of-way of Ill. 116 between North North St. and Glen Oak Ave. in Peoria; between IT RR and Taylor St. in East Peoria; and in Metamora.	
Grundy	Grundt	Grundy	Mainance	Kankakee		Lawrence	Lawrence	Lawrence.	Madison	Madison	Madison	Madison	Madison	Madison	Madison	Madison Peoria-Tazewell	Peoria-Tazewell	Peoria-Tazewell	Peoria-Tazewell	Peoria.	:	Peoria-Tazewell- Woodford	
Int	Int	Int		- Int		FI	FI	Int.	Int.	Int	Int.	Int.	Int	Int	Int.	Int	Int	Int	Int.	Int	je		
[32-3]	32-3HB-1			46-3HB		51-23B-1	51-23B-2	51-23HB-5	60-7HF	60-7HF-2	8-09	60-8HB	60-8HB-1	6.09	9HB, 9HB-1	9VB.	10L	10P	72-8DM-1,102DM-1	72-8DM-2	72-8DM-3, 90-14-	DM-1, 100-DM-1.	
[FAI 80	FAI 80	FAI 80		FAI 57		FAI 64	FAI 64.	FAI 64	FAI 70	FAI 70		FAI 70			FAI 70	FAI 74	FAI 74	FAI 74	FAI 74	FAI 74	FAI 74		

TABLE 19.—Continued.

PART A.—Continued.

Routel	Section	Class	County	Location in	Length in Miles	${ m Type}^3$	Width in Feet	Contract Price
AI 74.	FAI 74   72-9-111B-2	ıllt	Peoria	On north-bound lane over Glen Oak Ave. and on south-bound lane over Glen Oak and Knovville Avenues in Peoria		2 hwy. gr. sep. structs.,		0000
AI 74	FAI 74   72-9-111 F-2		Peoria	On north-bound lane over Glen Oak Ave, and on south-bound lane over Glen Oak and Knovville Avenues in Peoria.	1	Fur. & fab. str. st. for 2	;	60 60 60 60 60 60 60 60 60 60 60 60 60 6
AI 74	FAI 74   72-9-111 F, 9-111 F-1 Int.	Int	Peoria	On Columbia Terrace over south-bound lane and on Knoxville Ave. over north-bound lane, in Peoria		hwy, gr. sep. structs Fur. & fab, str. st. for 2 hwy or sen structs	7 8 8 8 8 8 8 8 8 8 8	123, 733, 20 88, 561, 91
FAI 55	74-2F		Запратноп	On Springfield Bypass over Sangamon River about 3 ml. northeast of Springfield		Fur. & fab. str. st. for dual	) 1 1 2 2 3 5 5 6 7 7	450, 996, 08
FAI 70 (82-1	(82-1, 82-2) DM-4 Int.	Int	St. Clair	Right-of-way of East St. Louis Expressway between Thinois Ave. and Lynch Ave. in East St. Louis		Removal of 97 buildings	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18, 744, 00
FAI 70 (82-1	(82-1, 82-2) DM-5 Int.	Int.	St. Clair	Right-of-way of East St. Louis Expressway between Miscouri Ave and Lake Ave in East St Louis		Removal of 92 buildings		50,000,00
VI 70	EAI 70 (82-1, 82-2) DM-6	Int	St. Clair	Right-of-way of East St. Louis Expressway between	,	Domova of 40 building	7 1 7 2 2 3 3	00 986 81
FAI 70 (82-1	- (82-1, 82-2) DM-7 Int.	Int	St. Clair	Right-of-way of East St. Louis Expressway between		Nemoval of 12 building	1	0 928 00
FAI 74 90-1	90-11	Int	Tazewell	On FAI 74 and ramps at three interchanges from Illinois River Bridge to Camp St. in East Peoria, (Balance of contract listed in primary portion of Part A.		Nemovar of 16 Dunatures	t :	, CO
FAI 74 90-1	90-11-VB	Int	Tazewell		1 192	Dual RR gr. sep. structs.,	21, 2@24	873, 130, 58
AI 74	FAI 74 90-13HVB	- Int	Tazewell	On FAI 74 over SBI 8, TP&W RR, NYC&St.L RR, Farm Creek, and IT RR in East Peoria.	1 1	Dual gr. sep. structs., excl.		100, 201
AI 74	FAI 74   90-13HVF	- Int	Tazewell	On FAI 74 over SBI 8, TP&W RR, NYC&St.L RR, Farm Creek and IT RR in East Peoria	4 1 4 1 1 1	Fur. & fab. str. st. for dual	1 1 1 1 1 1 1 4 4	015, 502. 00
VI 74	FAI 74	- Int	Tazewell	On FAI 74 over East Washington St. in East Peoria.	; 8 F 1 9 T	Fur. & fab. str. st, for dual	2 0 0 1 1 0 0 0 5 5 6 0	143, 373, 92

						DESIG	IN					,	,),
402, 011.51	316, 534, 45	332, 088.85	1, 761, 527.77	508, 151, 79	285, 252, 95	1, 079, 578, 43	278, 784, 09	1, 313, 442 (3	S0, 562-25 101, 054-91 99, 875-12		948, 814, 42	376, 133.03	
- ^	I I I I I I I I I I I I I I I		2(a 24	166	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2(a 24		2@24	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	20, 22	1		
Dual bridgesHwy. gr. sep. struct	Hwy. gr. sep. struct	Culv. gr. sep. st	1.29 PCC pav't. & 4 cone. inter-change ramps	0.37 Earth grading, dual hwy. gr. sep. structs. and 3 bridges.	Dual gr. sep. structs & 2 RC enlyerts.	1	bridges	lent	Hwy. gr. sep. struct. Hwy. gr. sep. struct.	. sep. structs	bridge.  14.33 Crushed-stone shoulders  5.72 Bit. surf. treat. on flex. base.	Hwy. gr. sep. struct. Hwy. gr. sep. struct. and RC culvert extension	
Over Bradshaw Creek about 3 mi. southwest of Lick Creek On secondary road over FAI 57 about 1½ mi. southwest of Lick Creek On secondary road over FAI 57 about 3¼ mi. south-	west of Lick Creek.  On FAI 57 over Cache River and on FAI 57 over local roads 3.7 mi. and at 5.2 mi. southwest of Lick Creek.  On FAI 57 over township road about 23% mi. north of	Dongola Dongola Creek about 2½ mi. north of	On township road over FAI 57 southeast of Anna (Balance of contract listed in primary portion of Part A, Sec. 106R).	All about 4½ mi. southeast of Anna	0	County line On Ill. 49 over FAI 74 about 114 mi. northwest of Fithian	Over Stony Creek Branch about 1 mi. northeast of	From about 1 mi, northwest of Fithian to about ½ mi, north of Oakwood  At branch of Stony Creek about 0.6 mi, northeast of	Muncie On SA 12 over FAI 74 about 1/2 mi. north of Fithian On SA 11 over FAI 74 about 1/2 mi. north of Muncie		On FAI 55 and frontage roads from about 2 mi. north of intersection with US 52 extending southerly	of Plainfieldfabout 3 mi, northeast field	
Union	Union	Union	O mon-	Union	Union	Vermilion		Vermilion	Vermilion Vermilion	Will	Will	Will	
Int	Int	Int	The state of the s		Int.	Int	Int	Int			Int	Int	
FAI 57	FAI 57	AI 57	FAL 56 91-5-1, 3A-2, 3HB-2.	1	1 5	FAI 74   10, 92-SHB-4	92-9B	FAI 74 92-9	FAI 74 92-9HB. FAI 74 92-9HB-1	5599-1A.C.	FAI 55	FAI 5599-1HB-1	

TABLE 19. Continued. PART A.— Continued.

Contract Price	193, 977, 25	1, 026, 572. 79	138, 764, 67 120, 370, 79 90, 158, 19 75, 499, 49	\$50, 119, 683.83	Contract Price	\$ 65, 498.90 864, 899.40 584, 800.00 65, 5-5, 45
Width in Feet		2@24		- <del>- 6</del>	Width in Feet	5@36
$ m Type^3$	Hwy. gr. sep. struct Hwy. gr. sep. struct., exel.	struct.	base Dual bridges Hwy. gr. sep. struct Hwy. gr. sep. struct		Type of Work <sup>3</sup>	0.336       Removal of CTA barrier
Length in Miles		2.52		the State	Length in Miles	0.336 0.936 0.911 0.825
Location	On Caton Farm Road over FAI 55 3 mi. east of Caton Farm On FAS 301 over FAI 55 about 3 mi. west of Joliet, (Balance of contract listed in FAS tabulations of "Local Roads and Streets Section", Will County, FAS 301, Sec. 69B)	On FAS 911 over FAI 57 about <sup>1</sup> / <sub>2</sub> mi. north of Neilson From Illinois-Wisconsin State line 1½ mi. east of South Beloit, southerly to Rockton Road and on approaches to North and South Manchester Roads and Middle Road.	Over Dry Run Creek about 134 mi. southeast of Beloit. On Ramp AB of FA 188 over FAI 90 about 1½ mi. east of South Beloit. On North Manchester Road over FAI 90 about 1½ mi. east of South Beloit. On South Manchester Road over FAI 90 about 134 mi. southeast of South Beloit.	Total interstate highway contracts awarded by the State INTERSTATE HIGHWAY CONTRACTS AWARDED BY COOK COUNTY	Location	Congress St. Expressway west of Sacramento Blvd Congress St. Expressway, Des Plaines Ave. to First. Ave. in Maywood Congress St. Expressway from Des Plaines River to Circle Ave. Congress St. Expressway from First Ave. to Des Plaines Ave.
County	Will	Williamson Winnebago	Winnebago Winnebago Winnebago	INTERSTAT	County	Cook Cook
Class²	Int.	Tut.	Int.		Class <sup>2</sup>	Int.
Section	99-2HBK	X1-7HB X2-1	X2-1B X2-1HB X2-1HB-1		Section	062-2727.3-15d 062-3334.15d 062-3334.1
Route	FAI 55	FAI 57	FAI 90		Route1	FAI 90 FAI 90 FAI 90

Total interstate highway contracts awarded by Cook County....-

56, 853, 60	234, 109, 29	000000000000000000000000000000000000000	670, 081. 90	163, 564.12	1, 796, 991, 93		705.	814, 423, 32	14, 420,00	601, 142, 76	636, 308, 63	14, 250.00						560, 636, 22	363	524, 805, 70	191	768, 675 00		1, 226, 898.15	1, 491, 741, 75	1 162 560 01	1, 100, 500.03
0 0 0 0 0 0 0 0			1 1 2 1 2 4 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2036		2@24	4 4 1 1 1 1 1	1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1	1 1 1	1 1 1		2@36	1 3 3	30.000	2(0.00
0.556 Embankments	0 634 Relocation of mass transit		gr. sep. struct.	Bridge-steel plate girder	1 178 PCC navement		0.265  PCC pavement	_	Building removal.	Gr. sep. structure		1	Building removal	Gr. sep. structure	Gr. sep. structure	Building removal	Building removal	Gr. sep. structure	Gr. sep. structure	Gr. sep. structure	Pumping station and sewer	Ry. subway structure.		1.225 PCC pavement	Ry. subway structure		0.211   FOO pavement
St. Expressway from First Ave. to Des	Congress St. Expressway from First Ave. to Des	St. Expressway over CA&E Ry. and Des River	Congress St. Expressway south of Harrison St. and		Congress St. Expressway from Elm St. to Mannheim	ss St. Expressway from Elm St. to Howard St.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	essway under 95th St.	South Expressway from 96th St. to 91st St.		South Expressway under 87th St.	Expressway	from 87th St. to 8		South Expressway under 79th St.	from 75th St. to	South Expressway from 79th St. to 75th St.			South Expressway under 71st St.	I State St	Edens Expressway under C&NW Ry.	com Chicago River		y Feeder und	Feeder from Orleans St. to	Chicago Kiver Briage
C00K.	Cook	Cook	Cook		Cook	Cook		Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook	Cook		Cook	Cook	
Int	State I	Int	Int	4440.	Int	Int	1	Int	Int	Int	Int	Int	Int	Int.	Int.	Int.	Int.	Int	Int.	Int.	Int	Int.	BUGIL		BUGIL	BUG I	
062-3334.3	062-3334.3A-15d		069-3737 1-15d		062-3737-15d, 3738A. Int	069-3838-15d		066-1516-15d	066-1516 24-15d	066-1616.4. F	066-1617. P	0.06-1717.1.	066-1717.23	006-1717.3. F	066-1718	066-1818.1.4	086-1818-24	066-1818.3. F	066-1818.4. F	066-1819, F	066-1819.1	263-0101.7. F	067-3030.2		067-3030.3	067-3030.4	
FAT 90	FAI 90	FAI 90	EAT OO	OG TV:	FAI 90	F A I 90		FAI 90	05	06	- 5	1	96173	96	06	06	06		06	E 1190	FAI 90	1611		FAI 494	(FA 173)		

TABLE 19.—Continued.

PART A.—Continued.

	Contract Price	\$ 320, 240.00 621, 546.78	35, 900.00	24, 111, 00	4, 073, 919, 20	2, 105, 017.41	383, 279 00 157, 450.00	557, 259 18 762, 970, 57	617, 471, 73	22, 300, 00 3, 589, 173 79	1, 069, 299.64 \$24, 476, 171.91
	Width in Feet	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		T	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2(a 60) 2(a) 72	1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 1 1 1 1 1 1 1 1	1 1 5 6 7 7 1 1	2 1 5 5 6 1 0 1 0 2 1 1 2 1 7 9 3 1 1 7	
	Type of Work <sup>3</sup>	Ramp structures	Remove tracks, rails, etc	Traffic signs	Substructure for combination gr. sep. struct	2	Pumping station Building removal	· 50 ;	Retaining walls & embank- ments.	Building removalGr. sep. structure.	water mains
CHICAGO	Length in Miles	0.110	1 9 5 1 1 1 1 1 1			0 343	1	· · · · · · · · · · · · · · · · · · ·	0.560	0.560	City of Cl
INTERSTATE HIGHWAY CONTRACTS AWARDED BY CITY OF CHICAGO	Location	Congress St. Expressway at Halsted St. Songress St. Expressway, on Halsted St. from Harrisson St. to Van Buren St.	Chicago Ave. and Ogden Ave. over Northwest Ex-	Northwest Expressway from Van Buren St. to Fulton St. Northwest Expressway from Wayman St. to Kinsey	C&NW Ry., Green St. and Hubbard St. all over Northwest Expressway	Northwest Expressway from Madison St. to Fulton St.	Northwest Expressway at Union Ave.  Northwest Expressway from Ogden Ave. to Armitage	Northwest Expressway under Unicago Ave	Ave	Ave Northwest Expressway from Division St. to North Northwest Expressway over Ashland Ave South Expressway from Vernon Road Pl. to Harrison St.	thway col
INTERSTAT	County	Cook.	Cook	Cook.	Cook	Cook.	Cook	Cook	Cook	Cook	
	Class2	1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Int.	\$ 2 2 7 2 0 5 0 7 1 9 0	it.	Int	Int.	;	!	Int.	
	Section	2424.28B	0303.2-1B, F & 0404.2-1BF	0102.6-ITC Int. 0202.4-IVB & IFD . Int.	)202.4-2VB	0202.6-1 P	) 1202,8-31) (1302,9-11W to 15W   1		T 9 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	0404.9-1W 0505.3-1H B & 1H F 2626.13W M	
	Route1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	FAI 94	FAI 94	to IV	FAI 94	FAI 94	FAI 91	EAI 94.	FAI 94	

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## PRIMARY HIGHWAY CONTRACTS AWARDED BY THE STATE (EXCLUDING INTERSTATE CONTRACTS)

Contract Price	\$ 192, 738.30 118, 663.65	48, 255.70	117, 458.84	184, 335, 13	34, 693, 75	551, 521. 20 134, 608. 96 13 577. 95	120, 746. 21	216, 910, 30	147, 672. 40 1, 169, 124. 24 365, 360. 25 110, 025. 32	714, 972. 78	84, 952 05 88, 478.06
Width in Feet	1 4 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	2 5 1 1 1 1 1 1 1 1 1	2 9 1 1 1 1 1 1 2	2(a var.		24, 38 18, 38		40	2@11 40 24, 36 23, 22	4, 2@2 22 11 22	Var. 2(a) 24
${ m Type}  { m of}  { m Work}^3$	RR gr. sep. struct., exel. fur. of str. st	Pavement patching	Intermittent surf. treat. and base strengthening	Bridge, exel. fur. of str. st	ace	RR subway struct	Bridge	2 bridges	PCC base wdg.  Bituminous surface PCC pavement, bridge.  Bit. surface on flex. base.	PCC base. PCC base. PCC pavement.	Bridge.  PCC base widening  Bituminous urface
Length in Miles			18.13	0.49	0.49	3.66		0.19	0.23 0.23 0.17 3.80	8.95 0.95 0.44 0.48	0.38
Location	FA 36 over Wabash RR in Quincy FA 36 over Wabash RR in Quincy	Spur III. 96 between Quincy and Kinderhook III. 96 between Warsaw Wye and US 24.	III. 127 between Murphysboro and Cache	On US 24 over La Moine River at Ripley III. 89 (Spaulding St.) between Dakota and Illinois Streets in Spring Valley.	III. 89 (Spaulding St.) between Cleveland and Illinois Streets in Spring Valley	CB&Q RR over US 6 in Spring Valley. US 34 (Main St.) from Hobbs St. to Locust St. in	(1)	On 111. 92 over Green Kiver and Baker Dramage Ditch about 2.8 mi. respectively west of Normandy US 52 (Chicago Avc.) between Superior and Glenmoor Avenues in Savanna.	On US 52 between Savanna and Mt. CarrollBetween New Baden and New Memphis	On US 45 over Riley Creek about 1 mi, north of Mat-	
County	AdamsAdamsAdams	Adams-Pike. Hancock-Adams. Hancock.	Jackson & Pulaski Gallatin Perry Jackson	Brown-Schuyler Bureau	Bureau	BureauBureau	Bureau.	Carroll	Carroll Clinton Coles	Coles	Coles
Class <sup>2</sup>	FUG	State	State	F.A.	FA	FGstate		F. J.	A A A A A A A A A A A A A A A A A A A	Y	.10
Section	53VB	Dist. 6 Patching	Dist. 9 Bituminous Seal Coat '58-1.	10B-1 1-W	1-RS	17SB 22R-1RS	135B-1	13.9ВК	(1, 2)R, 2RB 482 4BR	(5, 4)W	19Z-RS
Routel			\$\frac{\kappa_2}{\kappa_2}\}		SBI 89	SB17SB118	† 1 1 1	SB1 92	SB1 27 FA 156 SB1 16	× BI 16	,

TABLE 19.—Continued.
FARTA Componed

Contract Price		17, 993.05	17, 107, 59		182, 727, 75	115, 660. 60
Width in Feet						
Type of Work <sup>3</sup>			Traffic control signals  Traffic control signals		Traffic control signals.	Traffic control signals  Reconstruction of traffic control signals.
Length in Miles		70.1		; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;		
Location	On North Ave, between 26th Ave, and Thatcher St. in Chicago (Balance of contract (\$25,402.84) listed in interstate contracts awarded by State Int. 90. Dist 10 Payt Markings 78.1)	Evanston-Elgin Rd. (III. 58) with Greenwood Road northwest of Chicago (Balance of contract listed in	Secondary portion of Part A, Cook County)  Milwaukee Ave. (III. 21) with Glenview and Dearlove Roads, and with Greenwood Ave.  Higgins Road (III. 72) with Wolf Road.  Mannheim Road (US 20) with Touty Ave.	Archer Ave. (US 54) With 39th Street.  Archer Ave. (FA 133) with Roberts Road.  Halsted St. (SBI I) with 147th Street.  Higgins Road (III. 72) with Dee Road.  79th Street with Narragansett Ave.  Dundee Road (III. 68) with Elmhurst Road (III. 83)  Wolf Road (III. 62) with Oakton St. (III. 62).  Evanston-Elgin Road (III. 58) with Arlineton Heights	Road Talcott Road (III. 62) with Dee Road Willow Road with Shermer Road 147th Street (III. 83) with Kedzie Ave. Ridgeland Ave. with 39th Street Elmhurst Rd. (III. 83) with Euclid Ave. Oak Park Ave. with Gunnison St. Elmhurst Rd. (III. 83) with Camp McDonald Rd. 87th St. with Central Ave.	Roosevelt Rd. (Alt. US 30) with Mayfield Ave. 96th Ave. (US 45) with 131st St. Algonquin Rd. (III. 62) with Elmhurst Rd. (III. 83) Higgins Road (III. 72) with Arlington Heights Road Central Road with Arlington Heights Road Central Road with Arlington Heights Road Grand Ave. with Mt. Prospect Road 31st St. and Kenman Ave. with Grand Blvd. Lawrence Ave. with Canfield Road North Ave. (III. 64) with Wolf Road North Ave. (III. 64) with Torrence Ave.
County	Cook	Cook	Cook	Cook		Cook
Class <sup>2</sup>	X ate	State	State	State		State
Section	Dist. 10 Pavt. Markings '58-1	Dist. 10 Traffic Signals '58-1	Dist. 10 Traffic Signals '58-2	Dist. 10 Traffic Signals '58-3		Dist. 10 Traffic Signals 758-4
Route	SBI 64	SBI 58	SBI 21]	FA 133		Various

			DI	ESIGN				61
42, 974. 26	306, 992.10	5, 487.92	227, 977. 78 753, 187. 95	88, 906.83	3, 190.00	240, 659, 95	12, 942, 59	821, 634, 79 229, 656, 50 1, 259, 385, 66
	2(a 5 2(a 29	Var. 2@33		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2@24	2@6 2@36 18		2@16; 32 2@16 2@14
Traffic control signals		PCC base wdgBituminous surface	Bridge reconstruction Storm sewers Storm sewers	Traffic control signals.	Removal of 15 buildings PCC base, bit. surface	Storm sewers and drainage structures		Bridge widening
	1.48	0.92	3.82	1	0.72	1.81 0.70 0.64	2.08	2 31
Simpson St. with Central Park Ave. Cicero Ave. (III. 50) with 83rd St. (US 14). Rand Rd. (US 12) with Dempster St. (III. 42A). Cermak Rd. (III. 55) with Harlem Ave. Northwest Highway (US 14) with Chicago Rd. First Ave. with 47th St. LaGrange Rd. (US 12, 20, 45) with Ogden Ave. (US 34) Roosevelt Rd. (Alt. US 30) with Central Ave. Higgins Rd. (III. 72) with Oakton St. (III. 83).	Ogden Ave. (US 34 & 66) between Roosevelt Road and Randolph St. in Chicago	ary portion of Part A, Sec. 3113-15D-1).  Cicero Ave. between Marquette Road and 79th St. in and near Chicago.  On La Grange Road (US 12, 20 & 45) over Salt Creek	Rand Road (US 12) between Euclid Ave. and Des Plaines River Road Golf Road (SBI 58) between Rand Road and Des Plaines River in and northwest of Des Plaines.	Ave., Central Rd., Wolf Road, Golf Road and Elmhurst Road all northwest of Chicago.	St. intersection in Des Plaines.  Rand Road from about 1/2 mi. southeast of Dempster St. in Des Plaines northwesterly.  Along North Ave (III 64) between Lake St. and	Mannheim Road in Northlake and Melrose Park  North Ave. (Ill. 64) between Mannheim Road and Ruby St. in Melrose Park and Stone Park	At intersection of North Ave. with Cornell Ave. in Melrose Park  North Ave. (Ill. 64) between Mt. Prospect Road and Cornell Ave. in Northlake, Melrose Park, and Stone Park	On Cermak Road over Des Plaines River about 1/4 mi. east of First Ave. in North Riverside. On Cermak Road between Westchester and Berwyn (Bridge over Addison Creek).
Cook	Cook-	Cook-	Cook	Cook_	Cook	Cook	Cook	Cook
State	FAState	FU	FU	StateState	State	FU.	FU	FU
	(WRS)	50-1 (W, RS)	B-119-T	B-119-Y)TS	120-Y-R	541-T-2	541-Y-4	551-XB-W
Various	FA 121	SBI 50	SBI 60	SBI 60	SBI 60	SBI 54.	SBI 54	SBI 55

TABLE 19.—Continued.
PART A.—Continued.

	Length Type of Width Contract in Miles Work <sup>3</sup>	1.62 PCC base and 2 2(a 14	o +z o)z Zoningons sullingons	Reconstruction of traffic	Control Signals.	0.71 Storm sewers and drainage	Bridge 3.03 PCC base widening and 26.3	1y- 3.34 Bituminous surface	in Bridge 168, 924.70	0.71	wns Bridge, excl. fur. of str. st 141, 953.30	Bridge superstructure & culv.	8.04 Flexible base, bit. surf. treatment	RR gr. sep. struct.	1.64 PCC pavement 22 3	fur. of str. st
TITAL III COMMINGO	Location	On Cermak Road (III. 55) between Cook-DuPage County line and Mannheim Road	Ave., 17th Ave., Mannheim Road, First Ave. Cutoff and Permak Road Cut off with First Ave. all	At intersection of Cermak Road (III. 55) with Wolf Road 1½ mi. west of Westchester	On Archer Ave. (III. 4A) between Cicero Ave. and	Along Harlem Ave. (III. 42A) between 100th St. and Southwest Highway in Worth & Palos Townships.	On US 51 over Brush Creek 234 mi. north of Wapella. US 51 from III. 119 in Heyworth extending southerly.	US 51 from III, 119 in Heyworth extending southerly.	Tuscola Tuscol	(4)	On FA 16 over Bonnas Creek 1/2 mi. north of Browns	on US 40 (Bridge over Salt Creek) about 1/4 mi.	TIS 40 between Vandalia and Effingham		easterly east of Benton extending south-	
	County	Cook	_ Cook	Cook	Cook .	Cook	DeWitt.	DeWitt-McLean	Edgar	- Edwards-Wabash	Edwards-Wabash Edwards-Wabash	Effingham.	Favette-Effingham	Fayette	- Franklin	Fulton
	Class <sup>2</sup>	DU	State	State.	DF	DF	FA	FA	State	FA	FA	State	State	FUG	FA	FA
	Section	551-Y-1 & 551-Y-1-RS	551-Y-TS	551-Y-1-TS	2025-1	3128-Z-T	54BR 55W	55RS 145BR	49-Z-RS	8-2	8-2B 8-2F	J-BR, I-B2	(22, 21) I	22-2VB	101 R-1	19 Ext. (W)
	Route	SBI 55	SBI 55	SBI 55	FA 133	FA 42.	SBI 2	SBI 2	SBI 1	FA 16	FA 16.		SBIII	FA 2	SBI 143	SBI 31

		DESIGN		(;;)
36, 070.08 25, 136.00 277, 986.10 162, 880.79 629, 760.05	174, 127.10 42, 907.20 91, 935.10 202, 288.40	24, 101, 93 8, 648, 25 197, 164, 65 159, 162, 04	2, 259, 084, 83 210, 581, 80 296, 424, 59	246, 529.00
42 20 24, 22 24, 40 us 24, 22	2@8, 38	1 1	22 22 203 203 206 205 205 205 205	
Bituminous surfaceStrengthening flex. base, bit. surface treatmentFlexible base, bit. surface treatmentSoil-cement base, bituminous surface	2 bridges	Highway lighting.  Bituminous surface  Bridge, Culvert extension Shoulder widening.	Bridge, excl. lab. of str. st PCC pavement, culvert PCC base, bit. surface PCC base wdg Flexible base Bituminous surface PCC pavement, bridge	Superstructure for RR gr. sep., exel. fur. of str. stgr. sep. str. st. for hwy.
0.68 7.03 3.92 0.34 10.33	0 38 0 38 0 81 0 25	0.32	0 87 8 9 9 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1	
Main St. (III. 97 & 100) from 12th Ave. to Milton Ave. in Lewistown.  In and north of Eldred.  Between Greene-Scott County line and Hillview.  Main St. (III. 34) from IC RR south to Hopkinton St. in Rosiclare  III. 96 between Dallas City and Terre Hante.	On US 34 & III. 78 over Indian Creek 4 mi. and 4½ mi respectively, south of Kewance On Chester, Front, Market, Exchange and Main Streets (US 34) in Galva ond Ave. and Southeast Eighth Ave. in Galva US 150 from north limit to south limit of Alpha (Ballance of contract listed in primary portion of Part B, Dist. 4) US 52 from Donovan extending southeasterly	At intersections of Walnut St. (III. 13) with III. 127 and Bridge St. (III. 127) with 5th St. in Murphys- boro.  On 14th St. from Poplar to Walnut St. in Murphys- boro (Balance of contract listed in primary portion of Part B, District 9, Section 12RS-1).  On III. 3 over Worthen Bayou about 2¼ ml. north of Gorham.  US 51 between Carbondale and DuQuoin. US 51 between Carbondale and DuQuoin. On III. 3 over Big Muddy River ¼ mi. north of All-	From Mt. Vernon extending easterly.  From about 2.9 mi, to 5.1 mi, north of Mt. Vernon.  On Main St. and Tisdell Ave. (III. 78) in Warren.  Ill. 31 from ¼ mi, north of north corporate limit of Elgin extending northerly (Bridge over Tyler Creek) on FA 6 over C&NW Ry, CA&E Ry, CMSt.P&P	On Elgin Bypass near the intersection of Liberty St. with Russell St. in Elgin
Fulton	HenryHenryHenry	Jackson Jackson Jackson Jackson-Perry Jackson-Union	Jefferson JoDaviess.  Kane	Kane
FA State DF DF	FAFAFAFAFAFAFAFA	State	FA DF FA FYG	FU
	SBI 28 14BR-1	FA 14, SBI 13.  SBI 13.  SBI 150.  SBI 2.  (1, 4)Y, 3Y 1 SBI 2.  (1, 4)Y 3Y 1	FA 16 (14, 15, 16)2, 14-2B-2 FA 185 110-2 SBI 78 104Y FA 23 RR&R-RB	FA 68R-HF-6

TABLE 19.—Continued.
PART A.—Continued.

Contract		623, 804, 93	107, 004, 30	566 400 90	000 x 000 x	180, 422.80	156, 029.35 28, 370.27	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	33, 210. 40	482, 646.10	29, 499, 80	20, 631.00	11, 210.00	82, 690.00 213, 725.33 695, 274.75
Width in Feet		24 24	2@5, 2@8 2@21, 42,	2(a 2, 2(a 4	1	1 1 1 1 1 1 1 1 7	6 1 5 2 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8		1 6 1 7 2 0 4 1 1 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	20	2@7, 61
Type of Work <sup>3</sup>	PCC payement, 2 bridges,	PCC pavement.	PCC base wdg., bit, surface	PCC base wdg.	Dual bridges, exel. fur. of str.	Dual RR gr. sep. structs.,	exel. fur. of str. st	140 March 1	0 m	paved approaches.	gr. sep. struct	Bit. surface, concrete	patening	0.60 PCC base, bit. surface
Length in Miles	2.19	3. 15	1.02	7. 47		1 1 1 1 1 1	0.25	2	4.03	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		79.0		0.60
Location	Between western terminus of East-West Tollway and US 30 (Bridges over Blackberry Creek; culvert for Lake Run) northeast of Sugar Grove	South Aurora Bypass between III. 31 and US 34. Over Soldiers Creek about 100 ft. north of III. 17 in Kankakee	Main St. between Division St. and east city limit in Knoxville	US 150 between Knoxville and III. 180	On Ill. 120 over Des Plaines River about 4 mi, west of Waukegan	On Ill. 120 over CMSt.P&P RR about 2½ mi. west of Waukegan	US 41 at intersection with III. 22 in Highland Park	Along US 41 from Old Mill Road in Highland Park southerly to about 1/4 mi. south of Lake-Cook County line	On US 6 (SBI 7, FAS 1355) between Marseilles and Ottawa	On US 6 (5th St.) over IC RR in LaSalle	On Alt. US 50 at Dunlap Creek 1/2 mi. northeast of	Ill. 47 from Pollard Ave. to Mazon Ave. and on SBI 4 between Pollard Ave. and Prairie St. in Dwight	On Ill. 47 over branch of Five Mile Creek 1/2 mi. west	Eldorado St. from Church St. to Front St. in Decatur US 51 from about ½ mi. south of Lake Decatur Bridge southerly
County	Kane	Kane-Kendall	Knox	Knox	Lake	Lake	Lake	Lake-Cook	LaSalle	LaSalle	Lawrence	Livingston	Livingston	Macon
Class <sup>2</sup>	A	FU	FA	FI	FA	FG	State	State	DSa	State	State	State	F.A	FA
Section	61, 61B, 61B-1	11. 15-XB	49(W-1, RS)	(106, 107, 108)W	12B-1	12.VB-1	101-1	Dist. 1 Road Guard	GB-1	34-1	2-N-2	Dist. 3. Patching & Bit. Resurfacing 758-6.	122B Y	13Z-1 48X-1
Route <sup>1</sup>	FA 131	FA 192 SBI 44	SBI 8	SBI 91	FA 21	FA 21	SBI 57. SBI 57.	FA99	SBI 7 (FAS 1355)	SB17	SBI 12	SBI 47, 4	SBI 47	FA 49.

201, 000.00 745, 823.05	252, 728.30	145 Q94 00	50 969 60		163, 903. 60 1, 700, 182. 70	426, 878.60	271, 376, 10	31, 904.25	96, 083. 56	119, 578.20	169, 108.30	155, 650.05	16, 620.85	36, 516.30	à.	3.70, 145, 00 332, 696, 01 94, 182, 56	44, 915, 00 518, 401, 44	188, 956, 96
2(a 21	2@10. 40		1 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2@24		1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	24	24, 30		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	F6	0 0 1 1 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1		e 2(d/3, 24	23, 22	
PCC pavement	PCC base, bit, surface	Bridge axel fire of etr et	Enr. & fab etr et for bridge	r ui. & 1ab. 501. 50. 101 bi iug	RR gr. sep. struct PCC pavement RR gr. sep. struct. evel	fur. of str. st.	gr. sep. struct.	Concrete patching PCC base and	Bituminous surface	Bridge, culvert	Bridge, culvert	Hwy. gr. sep. struct.	Bituminous surface	Traffic control signals	PCC pavement,	PUC base wdg., bit. surface. Bridge, exel. fur. of st Fur. & fab. str. st. for bridge	Bridge Flexible base, bit. surface	Bridge and approach spans 2 culverts
1.75	1.50		1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3,55	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1	0.51			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.36	1 ( ( )	6.43	78 0	5.03	:
III. 48 and 121 in and north of Decatur III. 48 and 121 in and north of Decatur IC RR over III. 48 and 121 near north limits of Decatur	(Balance of contract listed in primary portion of Part B. Dist. 8. Sec. D.XRS-1)	On III. 4 over Cahokia Creek about 11/4 mi. north of	On 114 over Cahokia Creek about 14 mi. north of	On III. 4 over C&NW Ry about 2 mi. northwest of	Between Illinois 111 and 140 in and north of Alton-On Alton Belt Line over GM&O RR north of Alton	On Alton Belt Line over GM&O RR north of Alton.	On IIS 66 IIS 40 and Ill 157 between Feet St Louis	and Collinsville III. 3 from 4th St. in Venice to Canal St. in Brooklyn	On US 51 between Patoka and a point 5½ mi. north of Sandoval (Balanca of contract listed in primary	portion of Part B, Dist. 7, Sec. 26BY)		On East Diggins St. between Us 14 and east city limit	in Harvard. At intersection of US 41 with 22nd St. at Waukegan.	US 14 with III. 176. III. 31 with entrance to Mooseheart. III. 62 with III. 25.	ary portion of Part A, Lake County)US 24 between Gridley and Chenoa	Over Mackinaw River about 12 mi. south of Kappa Over Mackinaw River about 1/2 mi. south of Kappa	11/2 of from III, 123 north to Greenview	Jacksonville Jacksonville III. 157 and Bypass US 50 about 1 mi. and 2 mi. east of Mississippi River Bridge respectively
Macon	Macoupin	Macoupin	Macoupin	Macoupin	Madison	Madison	Madison of Clair		Marion	Marion	MoHamw	McHenry	Lake	McHenry	Dul'age    McLean	McLean McLean	Menard	Monroe
FIG. FG.	T.	FA	FA	FG.	FU	FUG	ototo ototo	State	FA	FA	¥ 24	State		State	FA	FA	FA	State
SBI 48	SBI 4	SBI 4	SBI 4	SBI 4	FA 132 1-VR	1 1	-	SBI 3 560	SBI 2	SBI 2 27B-2, 28-2B-1	FA 90 90R-HR		á 2 3 1	VariousSignals '58-1	SBI 8 (28, 29) R	FA 2 63B-1 63B-1 63F-1 63F-1	1	A 132 414-1

TABLE 19.—Continued.
PART A.—Continued.

Contract Price	613, 373, 20 124, 345, 55 235, 939, 10	961, 398.00	53, 057.91	249, 627.78	247, 201. 57	733, 925. 20	9, 200.31 495, 778.45 52, 573.25	81, 585.74	291, 957.55 552, 989.35 441, 021.05
Width in Feet	24, 22 - 24, 22 - 24 - 24 - 24 - 24 - 24 - 24	24, 38	1 1 7 1 1 1 1	$\begin{bmatrix} 2(e-1), 2(e-3) \\ -24 \\ -7, 2(e-7) \end{bmatrix}$		- 26a 3	24	- 24	24, 22
Type of Work <sup>3</sup>	Flexible base, bit. surface Flexible base, bit. surface PCC pavement PCC base	Bituminous surface.	Bituminous surface on 4 structures	PCC base widening. PCC base. Flexible base.	PCC pavement	PCC base widening.	PCC base, bit. surface	Bituminous surface	5.53 Flexible base, bit. surface
Length in Miles	14 89 0 95 0 15 0 20 0 47	7.31		0.29 0.44 0.73 0.73	0.67	5.13	2.55	2.28	5.53
Location	Between Raymond and Nokomis III. 2 (Main St.) from west city limit of Byron easterly to CGW Ry subway On US 52 (Division St.) in Polo.	On III. 29 between Chillicothe and Mossville (Bridge over Dickison Run Creek). III. 9 on Illinois River Bridge at Pekin. US 150 on McClugage Bridge over Illinois River in	Peoria TP&W RR Viaduct in East Peoria On Ill. 116 about ¾ mi. west of Peoria (Balance of contract listed in secondary portion of Part A,	Main St. from south city limit north to Market St. in Red Bud	5th and 4th Avenues (III. 92 west-bound) from west of 27th St. extending northeasterly and on 6th and 5th Avenues (III. 92 east-bound) from west of 23rd St. extending easterly in Moline.  US 45 from Carrier Mills to about 1 mi. southwest of		US 36 relocation from about 1 mi. southwest to 0.4 mi. east of Riverton  Relocated US 36 connection to 7th St. in Riverton	east of Riverton. From City US 66 at Vabash RR subway extending westerly of One Dank Dank Dank of Wigging A recipility	Springfield.  III. 29 from about 1.4 mi. east to 3.6 mi. north of Athens FA 4 relocation from 34 mi. northwest of Illinois River Bridge northwesterly to about 1 mi. south of Rushville.
County	Montgomery	Peoria	Tazewell	. Randolph	Rock Island	Sangamon	Sangamon	Sangamon	Sangamon-Menard
Class <sup>2</sup>	DБ FA FA	DF	State	FA	FU	State	FAState	FUG	FA
Section	(16, 17) R	(8, 9, 10)1 & 10B-3 DF Dist, 4 Bridge Floor	Resurfacing '57-1_ State	71-1	5 FU. (33,34) W, (43X) W-1 FA.	Dist. 6 Traffic Control Signals '58-1.	19X-2-1. 19X-2-1, 19X-2-1RS	109-T	B, C, D (W, RS)
Route	FA 166 SBI 2	$FA 30$ $FA 75$ $SBI 121$ $\}$	SBI 8	SB13	SBI 3	FA 169	1 1		SBI 24.

						ESIGN							
289, 915.95 221, 519.68	239, 165.12	058.	1, 832, 962.01 144, 728.31 351, 856.92	343, 637.20	323, 693.00	601, 293 00	394, 079, 40	104, 242.99 292, 820.15	583, 004, 49	105 091 65	100, 500 100, 500 100, 500	23, 085, 50	75, 925.10
2(a 3, 2(a 11) - 22, 40		2@24	- 2@24   2@24  - :2@24	24, 2@24	4, 6, 24}	2(4.24	1 1 1 1 1 1 1 1 1	-2(0)24 26, 2(a 24	- 24	2(a 24 2(a 7, 2(a 7,	67 67		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
PCC base widening, bituminous surface	,			Bridge	PCC base widening, bituminous surface		KK gr. sep. struct., excl. fur. of str. st.	PCC pavement	PCC pavement	PCC base widening,	Ditminous		Bridge
1.02	2.88		1.23	3.66	1.79	1.49		0.35	1.38	0.75	2,0		
Between Beardstown and Rushville	On FA 14 over III. 158 about 1/4 mi. southwest of Belleville (Balance of contract listed in primary portion of Part B, Dist. 8, Sec. 135 BY). In and south of Belleville including interchange with III. 158.	From 1/4 mi. northwest of US 460 to about 1/4 mi. northwest of III. 158 and reconstruction on III. 13 & US 460	From about 1 mi. southeast of Belleville southeasterly US 460 (Missouri Ave.) between Ill. 163 and Ill. 13 in	Alorton On III. 158 over Loop Creek between Belleville and Mascoutah (Balance of contract listed in primary portion of Part B, Dist. 8, Sec. 28 BY)	US 50 (east-bound lane) between Ill. 157 and Illinois 111 at East St. Louis.	On US 50 (east-bound lane) over Harding Drainage Ditch at East St. Louis. US 20 from ½ mi. southeast of Freeport easterly. On FA 10 Spur over TP&W RR, IT RR, Farm Creek	On SBI 116 at intersection with FAI 74 in East Peoria	(Balance of contract listed in interstate portion of Part A, Section 90-11).  Between Washington St. and FAI 74 in East Peoria. On III, 146 southeast of Anna (Balance of contract	3A-2&3HB-2). On East Broadway Ave. and North 11th St. (US 34) from the grant and the statement of the statem	Monmouth	On East Broadway Ave. and North 11th St. (US 34) from the square extending easterly and northerly in Monmonth	Intersection of US 460 and III. 15 about 2 mi. south of Addieville	On III. 15 relocation over Shoe Creek 317 ft. north of city limit of Wayne City
St. Clair	St. Clair	St. Clair	St. Clair St. Clair St. Clair	St. Clair	St. Clair	St. Clair	Tazewell	Tazewell Union	Warren		Warren	1	Wayne
FA.	FU.	FU	FU- FA- DF-	FA	F D	FA. FUG.	FU-	DU	FU			State	¥.
1W, IRS	26-1HB	28-2	27-1 27-1 (28-1, 29-1) RS-1		(33-1) W, RS	19-R 12HVB	101R	90-12 106R	- 3W		3RS	6-1-1-1	17-153
FA 4	FA 14.	FA 14	FA 14	SBI 15.	FA 13	SB15	SBI 116	FA 10 Spur SBI 146	SBI 8		×B18.	SBI 15	F.4.10

TABLE 19.—Continued. PART A.—Continued.

Contract	116, 098.92	843, 302, 42	3, 444.32 136, 504.80	75,000.00	757, 777, 16	391.	33, 282, 57	149, 956.90	68, 175.65	962, 436.90	130, 878.40	100, 488.00	24, 135.95 55, 113.00	79, 579, 23 184, 580, 57 263, 804, 64	801
Width in Feet	22	2(a 10; 42	\$ J 3 f 8 & 8 1 8 1 2 1 1 3 8 1 6 4 5 1	22, 20	22,24,2@24	42	2@24	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	24, 2@24	12, 14, 24 24, 2@24	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2@24			1
Type of Work3	PCC pavement	PCC base, bit. surface	Flashing beacons	treatment			Highway lighting.	pavement reconstruction	BridgePCC pavement,	PCC base, Bituminous surface	Bridge, exel. fur. of str. st	10e	Bridge widening Automatic protection	Aliscellaneous improvements. Automatic protection Miscellaneous improvements.	varded by the State
Length in Miles	0.85	3.66	1.31		2.89	0.84	0.24	0.11	0.39	3.04		1.36			ontracts av
Location	Delaware St. extended from west city limit of Fair-field extending westerly.  Delaware St. from west city limit to East 7th St.; Main St. from east to west city limits and South	Fairfield At intersections of III. 141 with US 45; III. 141 with III.	1; and Ill. 128 with Ill. 33 On Alt. US 66 over Kankakee River in Wilmington On Reed Road along south city limit of Braidwood	On US 54 at Rock Creek about 134 mi. southwest of Monee.	From Crainville Road to about 1/4 mi. east of III. 148 On East De Young St. between C&EI RR and Fair	At intersection of US 51 with Spring Creek Road and	Blackhawk Boulevard (III. 2) from Illinois-Wisconsin State line southwest to South Beloit	On US 20 over Grove Creek about 1.7 mi. southwest	US 20 from 446 ft. east of Weldon Road easterly to Day Ave. in Rockford.	On Ill. 2 (Blackhawk Blvd.) over Turtle Creek in	South Beloit. US 51 (11th St.) between 18th St. and Roosevelt Road	On III, 116 over Panther Creek between Douglas and	2 Primary highway railroad crossings.	1 Primary highway railroad crossings 11 Primary highway railroad crossings 31 Primary highway railroad crossings	Total primary (excluding interstate) highway contracts awarded by the State.
County	Wayne	White-Gallatin- Fayette & Effingham.	Will	Will	Williamson	Winnebago	Winnebago	Winnebago	Winnebago	Winnebago	Winnebago	Woodford			
Class <sup>2</sup>	FA	State	DF FA	State	FA.	State	FA	DF	FU	FA	DU	FA	F.A	State	
Section	Z, 104-Z, W, RS.	100TS, 102TS	K29A-BY	BR	1-2 6Z	1-HL	761	17R-1B	40R	76BR	105R-RS	108BY			
Route1	SBI 15 24-2 SBI 15, 140 24-2	FA 113, SBI 128	FA 5. K26 FA 77 Spur. 90R	1 1	FA 14	00	SBI 2	SBI 5	SBI 5	SBI 2	SBI 70	SBI 116			

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STATE DAY LABOR CONTRACTS ON PRIMARY HIGHWAYS AWARDED BY THE STATE

Contract Price			3, 507.00	15, 575.00 3, 000.00		53, 200.00	4,500.00		74, 975, 40 2, 027, 52	8, 258, 75	8, 859, 25	4, 832.00 15, 713.01	13, 205.00		65, 971, 50	13 999 00
Width in Feet	6	(a)	1 9 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 4 1 4 4 1 4 1 4 1 4 1 4 1 4 1 4		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
$ \begin{array}{c} \text{Type of} \\ \text{Work}^3 \end{array} $	Removel of 1 brilding	Repair of expansion joint	& parapet wall	Bit. surface treatment	Shoulder reshaping,	cleaning ditches and drainage structures	Structure repairs		Pavement undersealing Bridge repairs	Storm sewers	Backslope, ditch & shoulder grading	Bridge repairsBridge floor replacement	Storm sewers.		Pavement undersealing	Pavement natching
Length in Miles		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	21.61	1	14.31				\$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1 \$ 1	6 6 1 1 6 8 6 1	1 1 2 3 3 4 4 4 5 7				1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Location	At approach to Mississippi River Bridge south of	CB&Q RR grade separation structure on US 40 at Snithboro	Between Kampsville and Pearl	On various locations on SBI 119At Little Creek about 3 mi. east of Marshall	Between Charleston and Greenup on III, 130	IHB RR subway at Halsted and 138th Sts. in Calu-	met Park On 154th St. over Calumet Expressway.		mi. west of Toledo southeasterly to Greenup On US 51 over Salt Creek about 3 mi. south of Clinton Along north side of US 20 about ½ mi. west of Elm-	Along south side of US 20 about ½ mi. west of Glen	On US 45 over Middle Fork of Vermilion River 3 mi	South of Paxton On Ill. 47 near Gibson City Along west side of Main St (Ill 149) in Village of	orthe		On III. 1 between Lawler and Cave-in-Rock and on III. 3 between Gale and Olive Branch	On 8.60 mi. of III. 49 from intersection with US 52 and III. 116 extending southerly.
County	Alexander	Bond	Calhoun-Pike	Champaign	Coles-Cumberland	Cook	Cook	Cumberland-DeWitt	DeWitt DuPage	DuPage	Ford	Ford. Franklin	Grundy	Hardin-Alexander-	Оапачи	Iroquois
Class <sup>2</sup>	DL	DL	DL	DL	DL	DL	DL	DL	DL	DL	DL	DL	DL	DL		DL
Section	138W-DM	Q-LVB-I	Dist. 8 Patching '58-3.	Surface Treat- ment '58-1 A-XB-I		K-V-I-1	066-0505.4 MFT-I. Dist 5 Rituminous		52BC-1	5YRS-1-I	31-X-B-I	127 B-I.	91-B-1-F-L-I	Dist. 9 Bituminous Underseal '58-1	Dist. 3 Patching	1
Route!	SBI 150	FA 12.	SBI 38	FA 12		SBI 1	FA 122		SBI 2	SBI 5	SBI 25	SBI 47	FA 77	į	SBI 49	

TABLE 19.—Continued.

PART A.—Continued.

Contract Price	500.	8, 387, 25 1, 740, 00	1, 796, 60	26, 892, 15	22, 020, 80	1 030 00	1, 950.00	1, 258, 50	3, 314, 80	44, 994.00	13, 949.60	9, 341, 50 9, 164, 00	1, 993.50	4 979 00	00 000 00
Width in Feet	t t t t t t t t t t t t t t t t t t t	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 E 1 D 1 D 1 T 1 T 1 T 1 T 2 T 1 T 2 T 1 T 2 T 1 T 2 T 2 T 3 T 3 T 4 T 5	f	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Type of Work <sup>3</sup>	Bridge repairs.	ravement patchingBridge repairs	Truck weight station repairs	Road guard replacement	Temporary bridgeSteel bridge rail	Structure repaire	Structure repairs Service drive	Bituminous seal coat.	Culvert repair	Plexible shoulders	Pavement undersealing	PCC pavementPCC base widening	Approach widening	Resealing of bituminous shoulders	Gravel or crushed-stone
Length in Miles			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		# 1	† † † † † † † † † † † † † † † † † † †		0.87		36.0	6.95	0.06	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f	6.81
Location	On Ill. 13 over Big Muddy River near east limit of Murphysboro.  At Kankakee State Hospital grounds On 7.07 mi. of Ill. 42 from Illinois-Wisconsin State line	In Village of Fox Lake	of Wadsworth Road	ers in Will CountyAt IC RR structure over US 6 at 5th Street in LaSalle	III. 23 about 4 mi. south of Ottawa.	On US 54 over III. 121 about 1 mi. southeast of Mt.	On US 54 near northeast limit of Mt. Pulaski Along US 66 in Lincoln	From Emden north to US 136 and along Lincoln St. in Emden from Market St. to Garfield Ave.		Along US 66 between Staunton and Sangamon County line	On Alt, US 67 between Hartford and Granite City East of Edwardsville	Approach to New Boston Ferry. On US 30 at Ogle-DeKalb County line.	C&NW Ry 2 mi. south of Radnor.	On III. 116 between Farmington and Hanna City	Ill. 47 from Monticello to intersection with Ill. 10 west of Champaign
County	JacksonKankakeeLake	Lake	[ake-Will	LaSalle	LaSalle	Logan	Logan	Logan	Logan	. Macoupin-Montgomery	Madison Madison	Mercer Ogle-DeKalb	A COLIGO.	Peoria-Fulton	Piatt
Class <sup>2</sup>	DL	DL		DL	DL	DL	DL	DL	DL.	DL	DL			DL	DL
Section	12-1B-I	117 BE-I Dist. 1 Truck Weight Station Renairs '58-1	Dist. 1 Road Guard		I-B-I	10HD-I	10HD-I-2 23X-2-AC	(116Q-2, 109) L	117B-1 Dist. 8 Gravel or Crushed-stone	ShouldersDist. 8 Bituminous	Underseal '58-2521-1	122-1 9R-I	(15 16 17 17Evt)	Q-I	(6 & 7N)·I
Route	FA 14 FAI 57. SBI 42	SBI 60	Various	1	X.881 23.	1 1 1	FA 161	FA 119	SBI 121 SBI 126	FA 151	] ( ] (	SB183 SB16	1 1		SBI 10

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					DES	STOTA								(1
11, 150.30	19, 627.30	11, 460 (0)	4, 635 75 4, 387.00	52, 618.40 10, 654.00	21, 896 80	38, 820 50	6, 460.00	1, 438.95	2, 000 to 2	5 038 00		7, 913.85	10, 722 90 6, 882 50 18, 217, 70	10, 000.00
0.51 Shoulder widening	3.23 5.46 5.77   Pavement undersealing	9.120 Pavement undersealing	1.28 Patching wheel lane channeling.  Hole repair in bridge floor	11.90 Pavement undersealing Reconstruction of catwalks	Embankment repair Construction of intercenter	drain	Repairs to damaged structure Expansion joint reconstr. on	hwy, gr. sep. structs	New steel handrail on	New steel handrail on existing bridge			0.25 Grading Temporary bridge approaches New PCC bridge floor	Misc. repairs to drainage systems, bridges & culverts.
US 51 from near the north limit of Pulaski extending southerly	and Spaulding. US 54 between Pike and Atlas. US 54 between Mt. Pulaski and Chestnut	From near intersection with SBI 100 in Frederick extending northwesterly.  From Walnut St. extending easterly on South 1st St.	teville	US 40 from east limit of East St. Louis to northeast of Collinsville III. 9 on Illinois River Bridge at Pekin	At north abutment of Vermilion River Bridge on US 150 at Danville On Gilbert St. north of Vermilion River Bridge at Danville	On US 45 over Skillet Fork about 1 mi. south of Mill	On US 66 (south-bound lane) 1 mi, east of Plainfield On US 66 at intersection with III. 53	On US 66 about 2½ mi. south of Des Plaines River southwest of Joliet	On Alt. US 66 over Forked Creek near east limit of Wilmington	On US 30 over Hickory Creek near east limit of Joliet	From about 34 mi. northwest of New Lenox Steele ex-	On US 54 about ½ mi. north of Monee. US 51 at Rockton Road about 4½ mi. south of South	Beloit Turtle Creek Bridge in South Beloit Over Mackinaw River 2 mi. west of Congerville	State-wide on primary routes
PulaskiSangamon	PikeSangamon-Morgan	Schuyler	St. Clair	St. Clair-Madison	Vermilion	White	Will Will		Will	Will	Will	Will-Winnebago	Winnebago Woodford	Various
DL.	DL.	DL.	DL.	DL.	DL.	DL.	DL.	DI.	DL.	DL.	DL	DE	DL.	DT
Dist. 6 Bituminous Underseal '58-1	Dist. (Rec. 758-1	Dist. 6 Bituminous Underseal '58-2	421-B-			105B-1	27VB-I 29R2-HB-I	- 87B-2-I	- 4B-I	13B-I	(13RS4, 12R, 12R-1, 12RS-2X, 12RS- 1)I	143VB-I	76BR-1 4B-1	State-Wide Miscellaneous Repairs 758-1
SBI 2	Various	SBI 3.	FA 68	SBI 164	SBI	1	FA 34	EA 77	SBI 4	SBI 22	SBI 22	SBI 49 FA 188	SBI 2.	Various

TABLE 19.—Continued.
PART A.—Continued.

Contract Price	74, 185, 40	100, 239.75	85, 680,00	34, 069.00	2, 500.00	86, 769, 20	29, 400.00	98, 890, 25	44, 627.50	\$1, 356, 936.84		Contract Price	\$1, 593, 080,00		4, 345, 149.83
Width in Feet		I 3 9 1 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1 8 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 1 1 1 1 1 1 1 1	1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Width in Feet	1	1	
Type of Work <sup>3</sup>	Pavement patching	Guardrail reconstruction	Pavement undersealing	Expansion joints	Paved ditch repairs	Guardrail construction	Pavement undersealing	Guardrail construction	Pavement patching	rimary highways	INTERSTATE CONTRACTS)	$rac{ ext{Type of}}{ ext{Work}^3}$	Main drain sewer	Hwy. gr. sep. struct	Ry. subway structure RR subway structure Gr. sep. structure
Length in Miles		4.98	-	f 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		3.65	;	4.86		State on p	NTERSTA	Length in Miles	1,551	1 6 7 6 2 1 1	
Location	On various routes in District 6	On various routes in District 4	On various routes in District 3	On various routes in District 1	On SBI 1, Section RX-1 in District 5 (Balance of contract listed in secondary portion of Day Labor awards)	On various routes in District 6	On various routes in District 7	On various routes in District 8.	On various routes in District 9.	Total State day labor contracts awarded by the State on primary highways	HIGHWAY CONTRACTS AWARDED BY COOK COUNTY (EXCLUDING D	Location	Northwest Expressway from Montrose Ave. to east of Foster Ave.	Northwest Expressway under Cieero Ave.	Northwest Expressway under C&N W Ry.  Northwest Expressway under CMSt.P&P RR.  Northwest Expressway under Lawrence Ave.  Northwest Expressway under Ainslee Ave.
County	Various	Various	Various	Various	Vermilion	Various	Various	Various	Various			County	Cook	Cook	Cook
Class2	DL	DL	DL	DI	DL	DI.	DL	DL	DL		PRIMARY	Class <sup>2</sup>	Bt	BU, BUG Cook	BU
Section		Reconstruction '58-1.				758-1 Dist 7 Bituminous		>				Section		267-1111.1F & .2F	FA 173 267-1112, F&1212.2, F BU Cook
Route	Various	Vanions	1 1 1	f f 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Various	1 1	1 1				Route!	;	61 K	FA 173

\$24, 789, 172.86

Total primary (excluding interstate) highway contracts awarded by Cook County....

	5, 699, 746.50	1, 618, 484.18 670, 190.20	726, 523.70	1,009,760.00	1, 188, 193.14	450, 883, 70		2, 269, 746.88	1 098 497 79	1, 300, 421.12	1, 366, 278 37	14, 450,00
Ry. subway structure	Gr. sep. structure		Gr. sep. structure		Gr. sep. structure Gr. sep. structure Gr. sep. structure	3 Grading.	Gr. sep. structure	Gr. sep. structure Gr. sep. structure Gr. sep. structure				1.36 Building demolition
		ody	Nash-	1.223		0.73	1 1 2 3 6 4 1 1 1 1 1 1	7-6.	ne RR. 4 373		0.574	
Northwest Expressway under CKN Ky.	Northwest Expressway under Central Ave.	Northwest Expressway under Foster Ave. Northwest Expressway from Edmunds to Moody. Northwest Expressway under Austin Ave.	Northwest Expressway under Nagle AveNorthwest Expressway from east of Foster to Nash-	ville	Northwest Expressway under Natoma Ave  Northwest Expressway under East River Road Northwest Expressway under East River Road	Bryn Mawr Ave.	Northwest Expressway under Harlem Ave	Northwest Expressway under Canfield Ave.	Northwest Expressway Mobile Ave. to Soo Line RR.	Northwest Expressway from Normandy Ave. to Bryn		Northwest Expressway from Canfield Ave. to Soo Line RR
d C 00k	Cook	Cook Cook	C00k		Cook		Cook		Cook	Cook		- Cook
od'ng	- 1		BU	DIT	1 1	 	BU		BU	BU		BU
- 201-1212 W .1 DU, DU C UUN	267-1213, F&1313.1, F BU.	267-1213.1-15d 267-1313, F&1314, F. BU	267-1314.1	267-1414F-267-	967-1415 1-15d RTI	967_1415 9F 1515F	1515.1F & 1616F.	T 0 0 1 1 1 1 1 1 1 0 0	& 267A-0102.1 BU	267-1517-15D	267-1517.4 &	267A-0102.4
r.A 1/0	FA 173	FA 173	FA 173	FA 173	F & 173			C= 7 C	F.3. 110	FA 173	FA 173	

CONTRACTS)	
SECONDARY	
FEDERAL-AID	
(EXCLUDING	
STATE	
Y THE	
AWARDED BY	
CONTRACTS	
ROAD	
SECONDARY	

	Class2	County	Totalon	Length	Type of	Width	Contract
		Country	TOCALIOII	in Milles	W OF K <sup>3</sup>	in Feet	Price
1	S-FH	S-FH Alexander	Forest Highway Road from McClure easterly and southerly		3 33 Flexible base, bit. surf.		
1	sug	SUG Champaign	IC RR over Florida Ave. 138 ft. east of the intersec-		treat., bridge	28, 20	\$214, 226 01
			tion with US 45 in Champaign.  At intersection of Busse Road with Oakton St.		RR subway struct	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	221, 539, 25
Signals 758-1	StateCook	Cook	Lamhurst Road with Oakton St. (SA 128) Lawrence Ave. with East River Road (SA 26) (Balance of contract listed in primary portion of Part A)		Traffic control signals.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	39, 287, 29

TABLE 19.—Continued.

PART A.—Continued.

Width Contract in Feet Price	2(a 2.4 20, 338.83	34, 822.80	15, 306.00	20 47, 378.85		8, 292, 35	18 15, 761.61	OF ANT	4, 999.80		1 1 1	02	59, 160, 57
Type of Work <sup>3</sup>	Bituminous surface	Storm sewers		Soil-cement base, bit. surface treatment		Fame control signals	0.96 Bituminous surface	Rit cambon bridge door			Flexible base, bit. surface	treatment.	Automatic protection
Length in Miles	0 51	0 %	1 72	1.0		* * * * * * * * * * * * * * * * * * * *	0.96		0 49	0.25	0.63	99	1.00
Location	Central Ave. between Bloomingdale Ave. and Palmer St. in Chicago. Along Harlem Ave. (III, 42A) between 119th St. and	Along Murdale Airport Road from III. 13 (FA 14) to	Murdale Airport Road from US 45 extending north-	erly .	At intersection of Lewis Ave. with Wadsworth Road (Balance of contract listed in primary portion of	7th St. from III. 116 (Lincoln Ave.) northeasterly to	S 22	On Harmon Highway (Airport Spur) I mi, west of Peoria (Balance of contract listed in primary por- tion of Part B)	Along Security Hospital Road at Chester On Sangamon Ave. from 5th to 8th Streets in Spring-	On Pocket Road at Harding Drainage Ditch in Grand Marais State Park	On Kickapoo State Park Access Road from intersection with US 150 extending northwesterly.	On 20th St. between Sandy Hollow Road and Harri-	4 Secondary highway railroad crossings
County	Cook		Massae		Lake	Peoria		Peoria	Randolph	St. Clair	Vermilion	Winnebago	
Class <sup>2</sup>	State	SB 275	SB 275 Massac		State	State		State	SB 275 SB 275	SB 275	SB 275	FU	State
Section	1958-12-RS	LLS S.I.1	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dist. 1 Traffic	Signals '58-1	W-RS	Dist. 4, Bridge Floor		LS	100-L		97-1	
Kontel	SA 13.	1	SB 275			SA 3A	SA 8D		SB 275	×8 275	SB 275	FAS 1044.   97-1	

STATE DAY LABOR CONTRACTS ON SECONDARY ROADS AWARDED BY THE STATE

Contract Price	\$16,858.90 7,200.00	9, 801 25	1, 956, 95 1, 82× 00 1 336 00	27, 388 50	34,638 00	85, 575.00	7, 441 36	\$190 094 16
Width in Feet		1 t 1 1 1 1 1			1 1 1 1 1 1	1 1 1 1 1 1 1		
Type of Work <sup>3</sup>	Bit. surface treatment Bridge repairs Backslope, ditch and	Construction of Lincoln- Douglas debate site monu-	Culvert extension  Reconstruction of culvert	1.71 Pavement patching	wall construction	Road reconditioning.	Paved ditch repairs	secondary roads
Length in Miles	1 ) ( 1 ( 1 ) 1 ( 1 ) 1 ( 1 ) 2 ( 1 ) 1 ( 1 ) 1 ( 1 )		\$ 6 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.71	b 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			State on
Location	At various sections on SA 11On Grand Ave. over Des Plaines RiverAlong north side of SA 1A about 2 mi. west of Gilberts	Near Monticello	About 2½ mi. north of Danville	Near north limit of Joliet  At South Fork of Saline River about 1 mi. south of	New Denison	In thirteen State parks	On FAS 513, Section 0-1-15d in District 5 and On FAS 170, Section 9 and 10 in District 5 (Balance of contract listed in primary portion of State day labor awards).	Total State day labor contracts awarded by the State on secondary roads
County	Champaign Cook. Kane.	Piatt	Vermilion	Williamson		Various	VermilionColes	
Class <sup>2</sup>	DL	DL	DL	DL		DL	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Section	Dist. 5 Bituminous Surface Treat- ment '58-2 1205 W-I	(7S, 8, 28W)-2	V-15d-I (48MFT) I	1 Patching	Road Improve-	Parks '58-1 Dist 5 Dayod Ditoh	Repairs '58-1 DL	
Route	SA 11 SA 78.	FAS 540	SA 29 SA 9	SA 42. Dist. SA 6 & 4A. 17C-1	SB 275.	7 F	FAS 170	

PART B.—REHABILITATION OF EXISTING PAVEMENTS BY WIDENING AND BITUMINOUS SURFACING, INCLUDING RELATED BRIDGE WORK.

TABLE 19—Continued.

PRIMARY HIGHWAY CONTRACTS AWARDED BY THE STATE

Contract Price	\$124, 580.05 353, 137.66	152, 982.20	76, 887.28	73, 756.33	54, 189, 72	30, 117.78 34, 670.12	43, 970.38	61, 493.40	179, 043.80	248, 933. 52	92, 497, 90	90, 256. 20
Number of Bridges <sup>b</sup>							3 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					
Width in Feet	24 2@3, 24	20, 21, 44	18, 20, 22, 40	24, 1(a 4	20, 40	24, 40 2@2	40	18, 20, 22, 24	20, 40	24	2(0.22, 2(0.33	22, 40, 44
Miles of Full- width Base	1.09			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1		1 1	.0.64		
Miles of Base Widen- ing	3.67			3.55		2.35	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1				
Miles of Bitumi- nous Surface	4.76	411.54	.43.25	4.09	4.76	2.61	2.07		11.58	0.64	43.70	5.63
Location	US 20 between Boone-Winnebago County line and Ill. 76 in Belvidere	Between DeKalb-Ogle County line and Sycamore.	about 4.5 mi. south of Marengo— US 20 about 1 mi. south of Marengo— III. 31 about 3.5 mi. south of Richmond III. 120 about 0.3 mi. northeast of Woodstock and at McHenry— III. 173 at Harvard and Richmond	III. 83 between Hinsdale and Des Plaines River	From intersection with US 20 to Lombard	Between III. 55 and US 34 2 mi. west of Naperville	From Ill. 83 east to DuPage County line	US 20 between Henpeck and Elgin. At intersection of III. 72 with SA 11 west of Hampshire (Balance of contract listed in secondary portion of Part B, on SA 5A)	III. 47 between Starks and Elburn	Ill. 47 at relocated intersection with US 34 about 1 mi. north of Yorkville.	US 12 in and southeast of Lake Zurich	US 14 from Church St. in Harvard south- easterly.
County	Boone	DeKalb	DeKalb-McHenry	DuPage	DuPage	DuPage	DuPage	Kane	Kane	Kendall	Lake	McHenry
Class2	FA	State	State	DF	State	DF	State	State	State	FA	State	State
Section	(L&M) W, RS.	4,4	1957-134	544 (W, RS-1)	(533, 533, SV-1)RS	112, 1125, 113(W, RS-1)	132-Y-RS	1957-12 <sup>h</sup>	5h	108-1	$2^h$	1.4
Route	FA 6	SBI 64	SBI 5 SBI 23 SBI 61 SBI 173	FA 102	SBI 53.	SBI 59	SBI 64	SBI 5, 47	SBI 47	SBI 47	SBI 60	SBI 19
Dis- trict	1		-		-	-			-	1	П	-

57, 507.74	153, 979.60	53, 260.25	164, 381, 50 181, 435, 19	29, 788.35	93, 216. 55	253, 071, 95 305, 198, 10	530, 784, 38 293, 849, 05	7, 426.00	68, 770.06	104, 651.35	53, 622.40	122, 054, 35	12, 960, 20 56, 435, 30	317, 399, 77 210, 448 04	7, 320.00
: 									1 1 1			1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	18	18, 20	24	20	18, 19	21, 24	1.20 $2@3, 24$ $24$	22	18	18	18	18	20	6101	2@12
1			8 21			11.15	11.78							69.21	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
42.024	11.47	14.54	8.21	1.86	6.03	11.15	12.98	0.23	:4.99	8.50	4.33	9.64	i1, 10 4, 79	17.91	0.26
Alternate III. 1 from Crete south (Balance of contract listed in secondary portion of Part B, on SA 49)	US 34 from Princeton to intersection with	Between Ohio and Bureau Junction; Tiskilwa Spur; and on US 52 between Amboy and Sublette	III. 92 between III. 78 and III. 82.	From 2½ mi. to ½ mi. north of Cambridge.	On US 20 & III. 80 from about 2 mi. east of Galena, northwest to intersection of US 20 with III. 80	III. 80 between Hanover and Savanna	III. 64 between Oregon and US 51	Alt. US 30 about 1 mi. east of Creston	III. 2, 92, 94 & 192 from Reynolds to about 2.3 mi. northeast of Silvis.	US 20 between III. 73 and Freeport.	US 20 from about ½ mi. east of Stephenson-JoDaviess County line to III. 73	III. 73 from Illinois-Wisconsin State line south to US 20	On US 20 between Pecatonica Road and Winnebago Road On III. 75 between Freeport and Harrison.	US 30 from about 1 mi, east of intersection with US 52 to about ½ mi, east of Rock Falls.	US 51 about 21/2 mi. south of South Beloit
Will.	Bureau	Bureau-Lee	Henry	Henry	JoDaviess	JoDaviess-Carroll	Ogle	Ogle-DeKalb	Rock Island	Stephenson	Stephenson	Stephenson	Stephenson-Winnebago	Whiteside-Lee	State Winnebago
State	State	State	DF	State	State	DF	FA	State	State	State	State.	State	State	DF	State
34	23RS	24	129(W, RS)	136RS-1, ARS-2	(29, 29Y, 29P, 29X, 30Y, 30, 101, 102W)RS	104(W, RS)	(110-111) W, RS	9R-I-RS	1 h	(20, 21)RS, 22-RS-1	23-RS-1, 22-RS	(106, 107)RS	3 <sup>h</sup>	111, 112, 113(W, RS)	5I-RS
SBI 1	SBI 18	SBI 2, 89	SBI 82	SBI 82	SBI 5; 80	SBI 80	SBI 77	SBI 6	SBI3	SBI 5	SBI 5	SBI 73	SBI 5 & 75_	FA 141	FA 188
prod	2	22	<b>C1</b>	2	2	ଚୀ	63	62	61	2	Ç1	61	23	61	67

TABLE 19.—Continued.

PART B.—Continued.

Routet Section Class <sup>3</sup> County	Section Class <sup>3</sup>	Class <sup>3</sup>	Class³		County		Location	Miles of Bitumi- nous Surface	Miles of Base Widen- ing	Miles of Full- width Base	Width in Feet	Number of Bridges <sup>5</sup>	Contract Price
SBI 47 128 (W, RS) D.F Ford-Champaign	DE Ford-Champafgn	DE Ford-Champafgn	DE Ford-Champafgn	Ford-Champafgn	0 8 0 0 1 2	HI.	Ill. 47 from about 11/3 mi. south of Gibson extending southerly.	36.8	3,92		24 2(a 3	f 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100, 436 50 81, 749.10
SBI 1&116. (4, C-1, 3)R(W, RS) FA Iroquois Wat	FA Iroquois II	FA Iroquois II	FA Iroquois II	Iroquois	11	III.	I. 1 and US 52 between Martinton and Watseka	× 5	5 01	2.98	22 2(a 2, 22		186, 017-36 788, 035, 10
SBI 48State State Iroquois	State Iroquois	State Iroquois	Iroquois	Iroquois	Iroquois	USU	US 54 from about 1 mi. northeast of Thaw- ville to Onarga	5.11	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	18	1 1 1	85, 431.70
(FAS 1338) 135BYa DS Iroquois Abo	DS Iroquois.	DS Iroquois.				Abo	About 2¼ mi. north of Cissna Park over Mud Creek.	0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 1 2 3 3 0	1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		65, 983.00
SBI 23, 69. 2, 34. State State State Kendall-LaSalle-Will Diagram Pay	2, 3 <sup>h</sup>	2, 3 <sup>h</sup>	Kendall-LaSalle-Will	Kendall-LaSalle-Will	f 8	On III Pav	On US 52 between III. 23 and III. 59 and on III. 23 at intersection with US 52.	30,15			20		356, 156.58 30, 843.42
SBI 23 1 <sup>n</sup> EaSalle III. Pav	State LaSalle	State LaSalle	LaSalle	LaSalle		III.	Ill. 23 between Ottawa and US 52	5.00	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 E E E E E E E E E E E E E E E E E E	18	1	52, 605. 75 1, 900. 00
SBI 178 7 <sup>h</sup> State LaSalle In Par	7hBtate LaSalle P	7hBtate LaSalle P	LaSalle P	LaSalle P		III. L Pay	III. 178 between intersection with US 6 and Lowell Pavement patching only	(2.39	1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0		<u>×</u>	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	28, 435.80 16, 322.50
Various 5 <sup>h</sup> State LaSalle US	State LaSalle	State LaSalle	LaSalle	LaSalle	LaSalle	US E S E E	US 51 from Mendota south; US 6 from intersection with III. 71 east; US 34 between Earlyille and Mendota; III. 23 from intersection with US 52 north; and on III. 71 from US 52 extending southwesterly.	8.7			18, 22		108, 475.00
SBI 47 123, 123X, 124(W-RS) DF Livingston III.	DF Livingston	DF Livingston	DF Livingston	Livingston		E.	III. 47 between Saunemin and Forrest	9.08	9.08	1 2 0 1 2 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1	24 2@3		166, 328, 40 169, 195, 45
SBI 118 4 <sup>n</sup>	State Livingston	State Livingston	Livingston	Livingston		III.	Ill. 23 between Streator and US 66 at Pontiac Pavement patching only	24.44		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	18	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	301, 139, 44
SBI 47 124, 125, 126(W, RS) DF Livingston-Ford III.	124, 125, 126(W, RS) DF Livingston-Ford	124, 125, 126(W, RS) DF Livingston-Ford	l ,	t 1	k ,	Ξ	III. 47 between Forrest and Gibson	16.52	16.48	8 2 1 9 1 3 5 9 2 1 2 1	24 2(a/3	4 1 1 1 1 2 3 1 1	305, 637, 20 299, 048, 10

79

SBI 39         1, 2, 3, 4(W, RS)         DP         McLean         US 10 from Downs to US 130.         11           SBI 2         63, 64(W, RS)         FA         Woodford         US 10 between Rappa and El Paso.         3           SBI 54         543(W, RS)         FA         DuPage.         US 130 between Carthage and Hamilton; US 130 between Nota and Natyroo; and On III. 96 between Nota and Natyroo; and Dallas City and Carthage and Hamilton; US 130 between Dallas City and Dallas City and Carthage and intersection on US 130 between Dallas City and Carthage and intersection Partenness and Hamilton; US 130 between Dallas City and Carthage and intersection Partenness and Hamilton; US 130 between Dallas City and Carthage and Intersection Partenness and Hamilton; US 130 between Dallas City and Carthage and Intersection Partenness and Hamilton; US 130 between Carthage and Intersection Tables Carthage and Intersection Tables Carthage and Intersection Carthage Carthage Intervention of Part A.           SBI 80         123 W&R.         FA         Henry-Knox         US 150 from about 15 m. north to about 37 m. north of Galesburg Carthage Intervention of Alpha.         SBI 80         13           SBI 80         123 W&R.         FA         Knox         US 150 from about 15 m. north of Galesburg Carthage Intervention of Part A.         SBI 80         14           SBI 80         125 B-1         FA         Knox         US 150 from about 15 m. north of Galesburg Carthage Intervention		SBI2	62, 63(W, RS)	F.A	McLean	US 51 in and north of Normal	9.68	6,78.39	•, 1 26 [24; 2(a 3; 26		866, 249, 88
63, 64(W, RS)   FA   Woodford   US 51 between Kappa and El Paso		SBI 39	2, 3, 4(W,	DF	McLean		11.42	11.42	1 1 1		234, 239.87 168, 210.00
10.83 between Hinsdale and Cernak Road   10.83 between Hinsdale and Cernak Road   10.86, 96 (28, 28 Ext, 29, 30) RS,   10.85 Ext, 20, 30) RS,   20 Ext, 20	1		63, 64(W, RS)	FA	Woodford	51 between Kappa and El	3.89	13.40	24, 42; 2@4		412, 599.27
198   28, 28 Ext, 29, 30) RS,   11   11   11   11   11   11   11	1	SBI 54	543(W, RS-1)		DuPage	III. 83 between Hinsdale and Cermak Road	1.53	1.53	2(0.24		42, 942.08 81, 679.09
11. 94 between Carthage and intersection with III. 94 between Carthage and intersection in the casterly of the casterly to 25 mi. south of Alpha.    128 R8	1	SBI 9, 96, 98	(28, 28Ext, 29, 30)RS, 119RS (114, 115, 117)RS.	State		ge and Hamil and Nauvoo; 1 Dallas City	123.20		<u>~</u>		258, 840 58 77, 942 00
123RS.   123 W&R   FA   Henry-Knox   US 150 from about 0.6 mi. north to about 2.3 mi. south of Alpha (Balance of control of Bellow of Part A, in the control of Bellow of Control of Bellow of Bellow of Bellow of Bellow of Control of Bellow of Bellow of Education With Hamilton of Bellow of Education of Educa	1	SBI 95A	24	State	Hancock	III. 94 between Carthage and intersection with III. 9—————————————————————————————————	10.1		81		795.
123 W&R    FA   Henry-Knox   US 150 from about ½ mi. north to about tract listed in primary portion of Part A, in Henry County)   126 B-1   FA   Knox   US 150 about 1 mi. north of Galesburg   1. 167 low, 107, 108)RS   FA   Knox   US 150 between Knoxville and III. 180   180		SBI 80		FA	Hemy	US 150 from about 0.6 mi. north to about 2.3 mi. south of Alpha.	3.52	1	22, 38		131, 280.13
126 B-1	1	SBI 80	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 t	Henry-Knox	US 150 from about ½ mi. north to about 3¾ mi. south of Alpha (Balance of contract listed in primary portion of Part A, in Henry County).		4.19	2@2		190, 203.55
106, 107, 108)RS   FA   Knox   US 150 between Knoxville and III. 180   FA   Knox   III. 167 between Wataga and III. 180   FA   State   Knox   III. 167 between Wataga and III. 180   FA   State   Mereer-Warren   US 67 from about 1 mi. northeast of Mather-Ville south to Monmouth   FA 9 west of Pavement patching only   Bellevue east to 7th St. in Peoria   Bellevue east to 7th St. in Peoria   Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of Bellevue east to 7th St. in Peoria   FA 9 west of FA 9	L.	SBI 80	126 B-1	FA	Knox	1	, 5	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-	97, 699, 10
57, 180 (101, 111)RS.  State Knox	- 4	SBI 91		FA	Knox	US 150 between Knoxville and III. 180	8 91	1 1	22, 24	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	242, 362, 10
5, 3.— 1 <sup>h</sup>		SBI 167, 180	(101, 111)RS	State	Knox	III. 167 between Wataga and III. 180	41.31	i   1   1   1   1   1   1   1   1   1	18		59, 867 18
10R, 11R)RS		SBI 85, 3		State	Mercer-Warren	US 67 from about 1 mi. northeast of Mather- ville south to Monmouth.	12.89		811		32, 766. 50 44, 384. 30
110, 111, 112, 113, 114) RS. State Peoria (US 150 from intersection with III. 78 south-easterly to 2½ mi. east of Kickapoo		SB18-		State	Peoria	3 Sellevue east to 7th St. in Peoria nee of contract listed in secondary ion of Part B, on SA 80, and in secondary ortion of Part A on SA 3A).	5.32		20, 40		82, 641, 99
		SBI 91	(110, 111, 112, 113, 114) RS.	State		US 150 from intersection with III. 78 south- easterly to 2½ mi. east of Kickapoo	10.96		18, 20	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	170, 384.67

PART B.-Continued

TABLE 19.—Continued.

Contract Price	493, 343.60 283, 527.90 70, 386.80	269, 866.28	231, 706.75	267, 348, 50 335, 481, 49	314, 298. 50	553, 145. 46 243, 094. 70	98, 603, 50	350, 954.00	291, 555.00	508 001 30	903, 221, 50	49, 385.90
Number of Bridges <sup>b</sup>	2				1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 01-
Width in Feet	24, 42 2@3, 2@9, 24	18, 20, 22, 24	22	24 2@3	22	2(a 2, 25 24, 28	18, 20	1	24 24	2@3 18 19 90		
Miles of Full- width Base	2.33	1	c1.29			4 98		0.10		1 4 6 7 4 9	2 5 6 9 6 † † †	
Miles of Base Widen- ing	55 4.00 4.00 4.00 4.00 4.00 4.00 4.00 4.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10.08	1	.5.58		100	10.94	13.44	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Miles of Bitumi- nous Surface	20	10.98	1.29	10.08	10.45	7.59	12.68	16.75	13.67	90 03		1
Location	Ill. 116 from Hancock St. in Metamora east to Roanoke	US 150 from about 1½ mi. east of Urbana to Ogden US 45 from near intersection of Cunningham Ave. with University Ave. in Urbana extending northeasterly	US 150 from about ½ mi. east to about ½ mi. west of Ogden	US 136 from Rantoul to Ill. 49	Ill. 16 from Charleston to 2.2 mi. east of Ashmore	US 51 from Clinton to about 1¼ mi. south of DeWitt-McLean County line.	III. 47, 48 between Decatur and Weldon; US 36 between Decatur and III. 32; III. 32 & 133 between Cerro Gordo and Lovington; and on III. 121 between Decatur and Sullivan.	US 36 between Tuscola and Ill. 49	US 36 between Ill. 49 and Ill. 1		US 36 over Hackett Creek and over Embarrass River between Camargo and Tuscola	US 36 between about 1½ mi. southeast of Murdock and the southeast city limit of Newman (Culvert extensions).  Bridge widening over Bushy Fork Creek.
County	Woodford	Champaign	Champaign-Vermilion	Champaign-Vermilion	Coles	DeWitt	DeWitt-Macon-Moultrie-Piatt	Douglas-Edgar	Douglas-Edgar	Douglas-Edgar	Douglas	Douglas
Class2	FA	State	FA	DF	FA	FA	State	DF	DF	State	F.A	FA
Section	104, 106, 107, (W, RS)	(3, 2, 2X, 2V, 7Y)RS 28X-RS	1Y-X	113, 114(W, RS)	(5, 4)RS	53W-1, 54W	2 <sup>k</sup>	145, 146(W, RS-1) 147(W-1, RS-3)	147(W, RS-2), 148(W, RS-1), 149(W-1, RS-2)	(145, 146, 147) RS, (147, 149) RS-1 & 148RS	145BY	146BY
Route1	SBI 116	SBI 10	SBI 10	SBI 119	SBI 16	SBI 2	Various	SBI 121		turbinania in the second		
Dis- trict	स	ro	ů.	5	20	10	ro	10				

50, 968.00	98, 922.80	380, 584, 25 500, 597, 85	109, 789, 00	46, 110.80	133, 649, 50	75, 458, 26	74, 290.85	136, 121.65	156, 522 34	65, 895, 56	223, 525, 75	54, 893, 50
1 1 1 1 1 1 1 1	-					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		9 1 1 1 2 1 9 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		cı	
		24 10 2(a 3, 24		18, 20, 22	20, 22			24 2@3	20, 22	20		
	6	13.84 0.10	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					5.99				
(41,30	6	13.94	3.37	2.57	7.18	12.67	1 4000	5.99	68.6	4.34		
On Ill. I from Paris northerly for 6.3 mi. and on US 150 between Paris and Illinois-Indiana State Line (Balance of contract listed in secondary portion of Part B, on SA 2).	Over Okaw River about 1½ mi. northwest of Lovington	US 36 between LaPlace and Atwood.	III. I from north limit of Danville extending northerly.	On III. 61 between Mendon and Bigneck; on III. 96 about 5½ mi. south of Warsaw Wye; on III. 94 at CB&Q RR crossing 1½ mi. south of Golden; and on III. 104 between Quincy and Quincy Airport.	III. 104 between Kingston and Chambers- burg	From about 7¼ mi. to 1¾ mi. north of Perry	On III. 100 over Indian Creek about 7 mi. southwest of Beardstown.	III. 125 from Ashland to north of Richland.	US 136 from intersection with III. 121 east to Logan-McLean County line	III. 121 from US 66 northwest of Lincoln extending northwesterly.	About 2½ and 2¼ mi. north of Mt. Pulaski (Culvert extension over Salt Creek over- flow; bridge widening over Salt Creek)	On III. 121 over north branch Lake Fork about 2 mi. northwest of Latham
Edgar	Moultrie	Piatt-Moultrie-Douglas	Vermilion	Adams-Hancock	Adams-Pike	Brown-Pike	Cass	Cass-Sangamon	Logan	Logan	Logan	Logan
State	State	F.A.	State	State	State	State	FA	DF	State	State	FA	FA
	4BY	(141, 142) RS, 143RS-1	(RX, RX-1)RS	24	(106, 107, 108, 109)RS	18RS	114 BY	105, 106(W, RS)	(117, 118)RS	(110, 113)RS	117BY.	134 BY.
SBI 1, 134 11 <sup>n</sup>	SBI 32	SBI 121	SBI	SBI 36, 96 102 & 105.	SBI 105	FA 38	SBI 100	SBI 125	FA 119	SBI 121	SBI 121	SBI 121
ro	0.	3	5	9	9	9	9	9	9	9	9	9



TABLE 19.—Continued.
PART B.—Continued.

	Section	Class	County	Location	Miles of Bitumi- nous Surface	Miles of Base Widen- ing	Miles of Miles of Miles of Bitumi-Base Full-nous Widen-width Surface ing Base	Width in Feet	Number of Bridges <sup>,</sup>	Contract Price
123(W, RS)	(SS)	DF	Mason	US 136 from about 13 mi. east of Havana to intersection with III. 29	11.16	11.16		22 2(a·2		124, 905, 79 90, 114, 55
143, 14	(143, 144) W, RS	State	Mason-Cass	III. 78 between Bath and Chandlerville	10.82	10,49	1 1 2 1 1 2 2 2 2	22 2@2	1 r t t t t t t t t t t t t t t t t t t	230, 842.31 108, 032.20
135, 13	135, 136, 137(W, RS)	DF	Montgomery-Christian	Montgomery-Christian III. 18 from Raymond to 334 mi. southwest of Taylorville	16.48	16,48	3 4 8 8 3 8 6 9 7 9 8 3 1 1	24 2@2	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	392, 822.75 233, 860.62
125, 1	(125, 126) W, RS	FA	Morgan	III. 104 from 2½ mi. west of Chapin to about 1½ mi. northwest of Jacksonville	7.86	6.96	0.90	24 2@3, 21		196, 787.84 293, 947.76
101 (M	101(W, RS)	State	Pike	US 36 between Hull and East Hannibal	6.72	6.71	, d , d 1	24 2@3		142, 284.76 119, 782.84
(1, 2, 3)RS	3)RS	DE	Pike	III. 96 from Kinderhook to Atlas	16, 49			22	: : : : :	478, 297.71
27RS-1	-1-	State.	Sangamon	City, US 66 (Peoria Rd.) between intersection with III, 4 and Bypass US 66 north of Springfield.	1.31	0 0 3 8 2 0 0	E 9 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2@22	1	42, 186, 85
12-RS		State	Sangamon	III. I from Sangamon Ave. in Springfield northeast to City US 66	1.46	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 7 2 0 2	20	1	18, 968, 58
140, 1	140, 141(W, RS)	DF	Sangamon	III. 104 between Auburn and Pawnee	6.66	99.9	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	22 2@3	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	155, 845.00 94, 368.25
(101,	(101, 102)RS	State	Sangamon	III. 29 from 1 mi, north of Cantrall to Spring-field	9.15		1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	143, 853.60
41		State	Sangamon-Morgan- Macoupin	On US 66 between City US 66 and North Grand Ave, in Springfield; on US 36 & 54 between Springfield city limit and US 66; and Ill. 104 between Franklin and Waverly and on Illinois 111 between Waverly and Modesto.	.2.74		1 1 1 1 1 1 1	20, 22, 40		52, 868, 50

148, 477.70 105, 391.80	59, 159, 16	13, 504. 40 65, 406. 63	240, 642, 98	54, 521, 50	97, 731.16 86, 467.31	99, 965.64	534, 632.95	106, 233, 20	221, 687, 21	327, 094, 33 158, 445, 10	14,754,40	1, 397, 908, 97
1		\$ 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		8	: F : E : D : D : D : D : D : D : D : D : D : D	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
20.2	20	6	81	8 1 1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2.02	18			1	2(0)3		42, 2@2
0 / 0 / 0 / 0 / 0 / 0 /	1 1	0.19			1 1	1 1	1 1			1 2 1 1 2 1 1 2 1 1 2 1 1 1 1 1 1 1 1 1		0 0 0
6.75		0.23			4.21	1 :		0	90 01	10.90		2.14
6.75	4.0	0.42			4 21	× 42	45.84	6	16 96	1		2.14
Ill. 100 from about 1 mi. southwest of Bluffs to about 8 mi. south of Bluffs	Ill. 29 from south limit of Pekin extending southerly.	US 45 about 1½ mi. south of Louisville	33, 37, 128, 130, and 142, and on US 40, 50, 51, & 460.	On III. 15½ mi. (Culvert extension), 4½ mi. (Bridge widening) and 2½ mi. (Bridge widening) northeast of Robinson.	On III, I between Trimble and Gordon	Crawford-Lawrence Ill. 33 between Palestine and Russellville	Effingham-Clay-Wayne US 45 from III. 37 to US 50 west of Flora and from US 50 east of Flora to III. 15.	On Alt. US 40 over Camp Creek about 1 mi. east of Vandalia	ichland III. 130 between Newton and Olney	On III. 130 over Fox River, Bush Creek, Long Branch Creek, and East Fork Creek all between Olney and Newton.	On US 51 over Louse Run between Patoka and Fairman (Balance of contract listed in primary portion of Part A, Sec. 26-2B & 27B-2-1).	US 51 in and between Central City and Centralia
Scott	Tazewell	Clay	Clay-Crawford- Cumberland-I Effingham-Fa Hamilton-Jasl Lawrence-Ma Richland-Shel Wabash	Crawford	1 1 1	Crawford	Effingha	Fayette.	Jasper-Richland	<u> </u>	Marion	Marion
DF	State	State	State	State	1	State	State	State	DF	1 1 1	FA	FU
117(W, RS)	L-RS-1	6-2	3h	(21NRH, 21XNRH)BY	RS	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ηδ.	U-2BR	[121, 122, 123(W, RS),	121-BY, 123-BY	26 BY	29Z(W, RS)
SBI 100	SBI 24	SBI 25	Various	1 E E		SBI 181	SBI 25	SBIII	SBI 130		SB1 2	Z BI 5
9	9	1-	1-0	1-		-1	-1	1-	1-	1	1-	t-

TABLE 19.—Continued.
PART B.- Continued.

r Contract Price	153, 996 83 167, 840, 23	249, 418, 53 248, 210, 90	559, 815.93	228, 992.06	169, 853.50	180, 427.15	106, 695, 00	217, 739, 00 208, 196, 50	72, 591, 20	139, 447.70	733, 0(8, 25
Number of Bridges <sup>b</sup>	1 2 2 3 4 7 6		2 2 5 5 6 8 1 3	9 8 0 8 2 8 2 8 8 9 8 9 1 0 9 1	1 1 1 1 2 2 0 1	1	9 9 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1	-		च
Width in Feet	22 4, 2@2, 24	24 2@3	8	22 2@2, 4, 22	24	18	2.4 2@2	24 2(a 2		24 2(a·2	1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Miles of Miles of Miles of Bitumi-Base Full-nous Widen-width Base Ing Base	0.43	2 0 0 1 1 1		0.86	د1.09	{	2 9 1 0 2 1 1 1 1 1 1 1 1 1	4 6 7 4 8	1 1 2 2 1 1 1	3 7 9 1 3 3	
Miles of Base Widen- ing	5 35	11.87		7.92	1 1 2 1 2 2 2	1 1 1	4.70	98.86	В	6.37	_
Miles of Bitumi- nous Surface	7.32	11.87	49.77	9.01	1.09	13, 79	4.70	9.86	5	6.37	~
Location	III. 37 from Alma to Salem		On III, 32, 33 & 130 between Stewardson and Olney and on III, 33 between Gordon and Palestine	III. 15 between Wayne City and Fairfield	III. 127 from about 134 mi, northwest of Greenville extending northwesterly	III. 127 from US 40 southeast of Greenville to about 4 mi. south of Bond-Clinton County line	III. 127 between Carlyle and Posey	III. 161 between Posey and Centralia	On US 50 over Lake Branch Creek about 234 ml. west of Breese	III. 127 from ½ mi. south of III. 161 to New Minden	On III. 15 over Queens Lake, Queens Lake Overflow, Kaskaskia River and Kas- kaskia River Overflow between New Memphis and Venedy Station
County	Marion	Richland-Edwards	Shelby-Effingham- Jasper-Richland- Crawford	Wayne	Bond	Bond-Clinton	Clinton	Clinton	Clinton	Clinton-Washington .	Clinton-Washington
Class2	FA	DF	State	FA.	DF.	State	DF	DF	DE	DE	FA
Section	105, 106(W, RS-2)	124, 125, 126(W, RS)	1.4	(17, 18, 19, 20)W, RS	(107, 108) R	127 (110, 111, 112) RS	130, 1, 1-X(W, RS)	5, 7(W, RS)	26 BY:	128	4-13 Y-1
Route	SBI 142	SBI 130	Various	SBI 15	SBI 127	SBI 127	FA 128	FA 150	SBI 12	FA 128	SBI 15
Dis- trict	10	t-	1-	2	∞	×	œ	$\infty$	90	∞	oc

43, 267, 05	107, 073 90	19, 144.80 11, 123.87	204, 169. S0 202, 770. 60	89, 341.00	152, 768-97	16, 482.40	59, 378, 43	289, 657 10	124, 868, 40 141, 595, 75	47, 789-66	136, 906 00
f 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		your						} t	
22, 38, 2@3	61	18, 20	24 2(0.3	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	<u>«</u>		1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	22, 24	24 2(a 2, 2(a 3	24, 2(a 4, 26	<u>~</u>
		1		3 8 9 1 1		0 0 2 0 1 1 1 1		Typing the state of the state o		1 21	
0.50		7 1 1 1 2 0 1 1 2 1 2 1 3 1	9.33	4	1	3 3 1 1 0 1 2	3 t t t t t t t t t t t t t t t t t t t		5 40	£ 51	
0.55	10 27	.1.25	9.33	,	15 08	1 1 1		19 35	5 10	3 61	76 Sp
III. 4 between Macoupin-Sangamon County line and south limit of Virden (Balance of contract listed in primary portion of Part A, Sec. D-1-ZRS)	US 40 from about 2 mi. east of Troy to about 34 mi. east of Highland	III. 159 between Wood River and Edwardsville (Balance of contract listed in secondary portion of Part B on SA 6 & 7)	Ill. 140 from Albambra to about 1 mi. east of Old Ripley.	On III. 16 & 127 over Middle Fork of Shoal Creek about ¼ mi. northwest of Hillsboro	III. 127 between III. 185 (near Taylor Springs) and Greenville	III. 158 over branch of Richland Creek 14 mi. southwest of Belleville (Balance of contract listed in primary portion of Part A, Sec. 26-1HB)	III. 15 over Loop Creek between Belleville and Mascoutah (Balance of contract listed in primary portion of Part A, Sec. 28 BR)	III. 159 between Belleville and Red Bud	III. 127 between Nashville and New Minden	III. 146 & 3 from Cape Girardeau Bridge extending easterly	III. 3 between Thebes and Olive Branch; III. 3 between Grimsby Wye and Cora; III. 146 between Vienna and Grantsburg; and on US 45 between Vienna and John- son-Massac County line.
FA Macoupin	State Madison	Madison	Madison-Bond	Montgomery	Montgomery-Bond	St. Clair	St. Clair	St. Clair-Monroe- Randolph	Washington	Alexander	Alexander-Jackson- Johnson
FA	State	State	DF	DF	Stafe	FU	FA	State	DF.	4	State
FA 68, SB14  D-XRS-1	FA 12 (T-2, T-2X, 39-1, S-1, R-1, 33-1)RS	SBI 59 1"	SBI 160 137(W, RS)	SBI 16 21-BY	SBI 127 (105,106, 107, 108) RS	FA 14, SBI 158 135BY.	SBI 15 28 BY	SBI 159 (45, 46, 51, 132) RS-1	8BI 127. 102(W, RS)	SBI 146, 150 101, 133 (W, RS)	Various 2^h

TABLE 19.—Continued.
PART B.—Continued.

Contract Price	592, 786, 79	134, 042, 25 154, 207, 70 19, 284, 70	228, 562, 90 250, 860.85	160, 759.25 550, 672.56	220, 435.30 318, 050.00	41, 242.35	218, 470. 25 187, 195. 29	81, 008.80	119, 103, 00 157, 304, 44
Number of Bridges <sup>b</sup>	1   1   1   1   1   1   1   1   1   1	1 1		1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Width in Feet	24, 2(0.8, 24	22 2, 2@2	24 2@3	24 2@3, 6, 24	24 2(a 2	24 2(a 3	2(0.3)	18	24 2@2
Miles of Full- width Base	9,11.68	1	1 1 1 1 1 1 1	1.22	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		   1   1   1   1	
Miles of Base Widen- ing	98	3.80	8.96	10	8 06	1 1 1	+		100+
Miles of Bitumi- nous Surface	9	4.96	8.96	5 93	8.06	1.45	7.14	id4.39	1.63
Location	III. 3 & 146 from junction to Cape Girardean northeast to about ¾ mi. north of Reynoldsville.	Between Carbondale and Murphysboro (Balance of contract listed in primary portion of Part A, Section 13RS-2)	III. 3 between Grimsby and Cora	III. 3 from about 1 mi. east of Grand Tower south to about 1½ mi. southeast of Aldridge	On US 45 from New Burnside extending southwesterly.	Ill. 37 from about 1½ mi. to about 3½ mi. north of New Grand Chain.	Ill. 154 from Pinckneyville extending east-	On III. 146 between Waltersburg and Golconda; III. 34 from Harrisburg to about ½ mi. northerly; and on III. 13 between Crab Orchard and the Saline-Gallatin County line.	III, 37 between New Grand Chain and Mound City.
County	Alexander-Union	Jackson	Jackson	Jackson-Union	Johnson.	FA Johnson-Pulaski	Petry	Pope-Saline-Williamson	Pulaski
Class:	FA	State	DF	Y H	DF	FA	DF	State	DF
Section	46, 150 [101, 102(W-1, RS-1)	3 12(RS-1, W-1) & 12BY State Jackson	122(W,RS-1).123(W,RS), 130 W-1, RS)	131(W, RS) 132(RS-1, W-1)	34(W-2, RS-3), 35, 36(W, RS)	47 116 (W. RS)	108, 108X (W, RS)	34	120, 121 (W-1, RS-2), 122 (W, RS)
Routel	SBI 146, 150	281 13	SBI 150	SBI 150	28 T	SBI 147	SBI 154	Various	SBI 147
Dis- trict	6	6	6	6	0	6	6	   o	6

482, 600.84 39, 850.25	214, 869.71	56, 407.00	94, 542.96 87, 131.45	156, 015.72 133, 603.20	106, 576.65	118, 619 23 66, 462.75	141, 040.02	69, 056.00 269, 607.85	21, 576, 990, 60 1, 534, 550, 77 11, 635, 937, 41 348, 709, 68 2, 296, 013, 68	\$37, 392, 202.14
									933	- 33
118	24	24	24	24	40	1 51 61	24	2@24	1	3
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 3 1 2 3 1 2	1 1 1	1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			20.61	27.33
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2.31	60.9	10.01		7.40	8 61	1.55	19.66	451.00
33.62	7.60	2.31	60.09	10.01	5.08	7 40	8.61	1.55	947.09	1,041.67
On Ill. 154 between Sparta and east of US 51; Ill. 127 between Pinckneyville and Perry-Washington County line; Ill. 150 & 43 between Percy and Willisville; and Ill. 3 between Ruma and Red Bud.  Pavement patching only.	US 45 from Carrier Mills to about 1 mi.	Ill. 3 between Wolf Lake and Ware.	On Ill. 58 (Golf Road) from Cook-Kane County line to Barrington Road	On III. 58 (Golf Road) between Barrington Road and Elmhurst Road	US 12 (Rand Road) between Dundec Road and Euclid Ave.	Ill. 72 (Higgins Road) between Golf Road and Oakton St.	Ill. 72 (Higgins Road) between Dundee Rd. and Golf Road.	US 12 from 0.1 mi. northwest of Lake-Cook County line to about 0.15 mi. southeast of Dundee Road	Primary Highways— Continuous bituminous surfacing Intermittent bituminous surfacing Base widening or full-width base— Pavement patching only— Bridge improvements———	Totals for Primary Highways
State Randolph-Perry	Saline-Williamson.	Union	Cook	Cook	Cook	Cook	Cook-Kane	Lake-Cook		
State	FA	DF	DF	DF	State	DF	DF	FA		
11,	33RS(34, 43X)RS-1	132(W-2, RS-2)	. 1958-7 (W, RS)	1958-9(W, RS)	1958-2RS	1958-10(W, RS)	1958-8(W, RS)	Z-R-Y, Z-R-Y-RS		
Various	SBI 1	SBI 150.	SBI 58	SBI 58.	SBI 60	SBI 63	SBI 63	SBI 60		
<b>3</b>	6	6	10	10	10	10	10	10		

TABLE 19.—Continued.
PART B.—Concluded.

\$2,385.13 \$204,043.29 \$37,596,245.43	33
1 i i i i i i i i i i i i i i i i i i i	1 1
18, 20, 40	18, 20,
81	<u>81</u> .
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1
	18, 20, 22, 24
ă s	Width Number of Peet Bridges <sup>b</sup>

89 DESIGN

Bit, surf, treat, on flex, base. Bituminous surface treatment on flex-

ible base

Note: Ty a. TC b. Cc A. In c. F. Cc i. in i. in	FAZ. State. To be financed entirely with State funds.  FAZ. To be financed with regular Federal-aid funds and matching State and/or municipal funds.  FAZ. State. To be financed with Federal-aid funds and matching State funds.  FAZ. State Aid Primary  FU To be financed with Federal-aid funds and matching state funds.  FAZ. State Aid Federal-aid funds.  FU To be financed with Federal-aid funds and matching State funds.  FY. To be financed with Federal-aid funds provided for improvement to be made under provisions of Senate Bigh-  SAZ. State Aid Wdg. Railway  FY. To be financed with Federal-aid funds and funds provided for improvement to be financed with Federal-aid funds provided for improvements to be made under provisions of Senate Bigh-  SAZ. Forest Highway  FY. To be financed with Federal-aid funds and funds and funds provided for improvement to be financed with Federal-aid secondary  FY. State Aid Wdg. Railway  Ry. Railway  Ry. Railway  Ry. Railway  Ry. Fruithay  Highway  Structural  Steel  Shedlders  Railway  Ry. Fruithay  Highway  Structural  Steel  Shedlders  Railway  Ry. Fruithay  Highway  Structural  Steel  Shedlders  Railway  Ry. Fruithing of structural  Steel  Shedlders  Railway  FY. Fur of str. st. Furnishing and fabricating structural  Structural  Stract Aid  Ry. Fruithing State funds.  FY. Fur, and fab. str. st. Furnishing and fabricating structural
---	--

TABLE 19.—Concluded.

RECAPITULATION OF CONTRACTS AWARDED FOR STATE HIGHWAYS IN 1958

Awarded by	Interstate	Primary Exclusive of Interstate	Secondary	Total
				1
State of Illinois Regular Part A	\$50, 119, 683.83	\$46, 857, 801.82 1, 356, 936.84	\$974, 465.14 190, 024.16	\$97, 951, 950. 79 1, 546, 961, 00
Rehabilitation Part B		37, 392, 202.14	204, 043, 29	37, 596, 245, 4.
Subtotal	\$50, 119, 683.83	\$85, 606, 940.80	\$1, 368, 532, 59	\$137,095,157.22
County of Cook Part A	15, 470, 759.84	24, 789, 172.86	\$ 1 2 1 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	40, 259, 932.70
City of Chicago Part A	24, 476, 171.91		3 e e e e e e e e e e e e e e e e e e e	. 24, 476, 171.91
Total summarized in this table	\$90, 066, 615.58	\$110, 396, 113.66	\$1,368,532.59	\$201, 831, 261.83
Contracts awarded by the State which are listed in Section XI, Local Roads and Streets.			1\$29, 813, 634.30	1\$29, 813, 634 30
Total all contracts for State highways	\$90, 066, 615.58	\$110, 396, 113.66	\$31, 182, 166.89	\$231, 644, 896, 13

<sup>1</sup> Exclusive of primary highway projects financed with FAS funds which amounted \$548,629.10 and are shown in the primary part of this tabulation.

## V. CONSTRUCTION

1. FUNCTIONS AND DUTIES OF THE BUREAU OF CONSTRUCTION.—The Bureau of Construction has general supervision of all State highway contracts from the time the contracts are awarded until the construction work is completed and accepted. General construction policies and uniform practices are developed in cooperation with the district offices through field engineers of the Bureau who inspect active State construction projects at intervals during the construction season. Representatives of the Bureau of Construction serve on the Soils Committee, Detour Committee, Specifications Committee, Foundation Committee, Joint Cooperative Committee, Committee on Reports, Electronic Data Processing Committee, and other committees which deal with problems that concern the Division of Highways.

The Bureau of Construction approves changes in plans involving contract quantities, checks and approves contractors' payment estimates, and audits and approves bills from municipalities, railroads, and utility companies for construction work performed under agreements with the State. Vouchers for Federal-aid reimbursement are prepared in the Bureau and statistical information relative to construction work is compiled. Contractors' prequalification ratings (as to experience and equipment) are computed in the Bureau of Construction. The Bureau also operates core drilling equipment which is used to check the thickness of new portland cement concrete pavements and to obtain specimens for testing purposes.

2. CONTRACT AND DAY LABOR WORK COMPLETED IN 1958.—Table 20 summarizes the mileages and structures completed by the Division of Highways during 1958. This table includes maintenance contract work performed under the supervision of the Bureau of Construction, but does not include construction of local governments under State supervision.

As given in this summary, a total of 1,661.19 miles of surfacing was completed by the Division which included 37.37 miles of interstate highways, 1,035.49 miles on other primary highways, and 588.33 miles on secondary roads. Other work included placing 1,487.523 sq. yds. of intermittent bituminous resurfacing; grading 34.63 miles under separate contract; building 108 new bridges and rehabilitating 39 others; constructing 70 grade separation structures; and miscellaneous work.

Expenditures by the State for highway construction are given in detail in Section II, Financing, of this report.

Table 21 which follows lists the contracts and day labor projects under construction in 1958 with the status of completion for each.

TABLE 20.—STATE CONSTRUCTION COMPLETED DURING 1958.

				iction on lighways	
Type of Construction	Unit	Federal-aid Interstate	Other Primary	Secondary	Total
Surfaces:  PCC pavement  PCC pavement widening  Bituminous concrete widening  PCC base course (two lanes or more)  Flexible base course  Bituminous concrete surface on flexible base  Bituminous surfacing on rigid pavement:	Miles Miles Miles Miles Miles Miles	24.83 0.00 0.00 0.00 0.00 7.76	54.57 130.53 6.71 22.43 3.57 29.35	12.98 10.50 0.66 25.05	92.38 <sup>1</sup> 141.03 <sup>1</sup> 6.71 <sup>1</sup> 23.09 <sup>1</sup> 3.57 62.16
Bituminous concrete, subclass I-11  Bituminous surfacing and reconstruction of existing gravel or crushed-stone surface: Subclass A-1 Subclass A-3 Subclass B-3 Subclass B-4	Miles Miles Miles Miles Miles	4.15	8.38 0.80	1.40 126.27 9.23 79.95	9.78 127.07 9.23 79.95
Gravel or crushed-stone base and bituminous surface course: Subclass A-1 Subclass A-2 Subclass A-3 Subclass A-3, soil-cement base Subclass B-1 Subclass B-2, soil-cement base Subclass B-3 Subclass B-3 Subclass B-4 Subclass B-4, soil-cement base	Miles	0.30	16.22 0.00 15.32	7.05 1.10 102.50 28.47 2.35 2.17 5.05 13.24	23.27 1.40 117.82 28.47 2.35 2.17 5.05 13.24 0.33 0.05
Gravel or crushed-stone surface: Type A Type B Gravel or crushed-stone base	Miles Miles Miles			25.76 107.66 6.79	25.76 107.66 6.79
Total Surfaces.		37.37	1,035.49	588.33	1,661.19
Intermittent bituminous resurfacing: Subclass I-11 (modified)	Sq. Yds.		1, 421, 621	65, 902	1, 487, 523
Grading (separate contracts)	Miles	2.21	12.86	19.56	34,63
Structures: Bridges, new Bridges, widened Bridges, repaired Highway grade separations, repaired Railroad grade separations, repaired Railroad grade separations, repaired Railroad grade separations, widened	Number Number Number Number Number Number Number Number	17 0 0 40 40 6	34 11 23 12 2 11 3	57 2 3 0 0 1 2 0	108 13 26 52 2 18 5
Bridges, painted	Number	0	56	13	69

<sup>&</sup>lt;sup>1</sup> This construction was performed in order to prepare old 18-foot and 20-foot rigid pavements for resurfacing with bituminous concrete.

for resurfacing with bituminous concrete.  $^2$  Includes 37.43 miles of  $1\frac{1}{2}$ -inch and 2-inch surfacing which is the first stage of two-stage construction.

TABLE 21.—STATE CONTRACTS UNDER CONSTRUCTION DURING 1958. PORTLAND CEMENT CONCRETE PAVEMENT.

Mileage Uncom- pleted	1.53 0.24 0.06 1.49 3.66	6. 43	0.04	0 08		0.00 91 – 1 88 42 82 82 82 82 82 82 82 82 82 82 82 82 82	2.09
Mileage Completed 1958	0.61	1.62 0.14 0.20 7.17 1.93	0 37	1.64	0.67 0.25 0.25 0.25	5.86	0.41 0.47 1.85
Contractor	General Paving Company, Inc. Sjostrom Paving Company. Quad-City Construction Company. Gund-Graham Company, Inc Sjostrom Paving Company.	Clark Brothers Company. Robert A. Black, Inc. Gund-Graham Company. Quad-City Construction Company. J. P. Wetherby Construction Company. Frinceville Stone Co. & Hampton Bridge &	Concrete Company.  McMahan Const. Co., Parro Const. Corp., & G. S. Chastain.  Gunther Construction Company.  E. T. Simonds Construction Co. & J. D.	Barter Construction Co. Howell Construction Company O'Connor Construction Company R. B. Potashnick & Regenhardt Construction Company	Mass Construction Company & H. H. Central Engineering Company. Clark Brothers Company. Jansen & Schaefer. E. T. Simonds Construction Co. & J. D.	Barter Construction Co. Mitchell Contracting Company. S. J. Groves & Sons Company. Hoeffken Brothers, Inc. S. J. Groves & Sons Company. M. Hoeffken Company & Hoeffken Broth!	Robert A. Black, Inc. R. B. Potashnick & Regenhardt Construction Company H. H. Mass Construction Company E. M. Melahn Construction Company.
Width in Feet	2(\alpha 24, Var.) 2(\alpha 24, Var.) 44 2(\alpha 24, Var.) 24, 2(\alpha 24, Var.) 24, 38	22 29 40, Var. 24, S6, Var. 24, Var.	2(a·24, Var	24, Var. 24, Var. 24, Var.	24- 26, 2@ 24, 2@ 26, V ar 22, 24, 2@ 24	42. 20°24. 20°24, Var. 20°24, Var. 24.	22, Var. 22, 24, Var. 26, 24, Var.
County	Macon Winnebago Rock Island Stephenson Winnebago	Wayne Ogle Carroll Karshall	Maeon Henry-Knov Franklin	Jackson Kankakee Monroe Kane	Whiteside Fulton Tazewell Williamson	Williamson St. Clair St. Clair St. Clair St. Clair	Edwards-Wabash Jefferson McHenry Kane Knox-Henry
Section	48.X-1 76-Y. 5-19-R 40-R 11-R	24.2(24-Z, 104-Z; W, RS) 4-Y, (5-1)RS, 7-Y 1-Y (1, 2)R, 2-RB 16-VB	126-X 123-W&R 101 R-1	130-BY 7R-1, 10-R 66-1	20-1-SB (27, 42, 43)W 90-12 1-2	6-Z 26-1 27-1 28-2 28-2HB	8-2 (14, 15, 16)2 & 14-2B-2 28R-HB RR & R-RB 4-R
Route		SBB 15, 140 SBB 26 SBB 27 SBB 27 SBB 27 SBB 29 SBB 31	SBI 48 SBI 80 SBI 143	SBI 150 FA 1, SBI 17 FA 4	FA 7 FA 10 FA 10 Spur FA 14	FA 14 FA 14 FA 14 FA 14	FA 16 FA 16 FA 20 FA 23 FA 29

TABLE 21.—Continued.
PORTLAND CEMENT CONCRETE PAVEMENT.—Concluded.

Route	Section	County	Width in Feet	Contractor	Mileage Completed 1958	Mileage Uncom- pleted
30	(8, 9, 10)1 & 10B-3. (61, 61-B, 61B-1	Peoria Kane	24. 2@24.	McDougal-Hartmann Company Eric Bolander Construction Company	7.31	
FA 132 FA 185	6-01	Madison	2(a 24	Hoefiken Brothers, Inc.		
100		The state of the s	,	= = ;	213	,
FA 192.	3233-211 V B	Kane-KendallCook	24, Var.	Robert R. Anderson Company	3.12	0.16
	3333-248.1	Cook	28,	H. G. Goelitz & Company	0.32	,
FAI 90	X2-1.	Winnebago	2@24, Var.	Charles Ind Company	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2
FAL 55	91-3-1 34-9 3HR-9 106-E	DuPage	2(a 24 14 94 9(a) 94 Var	Powers-Thompson Construction Company.	3.30	0
FAI 57.	01-10	Union	24	Leon B. Stilley Construction Company	0.68	1
FAI 74.	2-01	Champaign	2(a) 24	General Paving Company, Inc.	. I.	0
FAI 74	10, 92-8	Champaign-Vermilion	2(0.24	The Standard Paving Company.	1 1 2 1	id.
FAI 74	72-9, 9HB-2, 3, 4	Peoria	24, Val	McDougal-Hartmann Company	0.50	<u> </u>
1.1	90-11, 101-K	Tazewell	24, 2(a 24, \ ar.	Jansen & Schaefer	0.94	. u
FAI 80	2 (AASHO Test Road)	LaSalle	24. Var.	S. J. Groves & Sons Company	7 39	00.0
180		Grundy		Powers-Thompson Construction Company	6.25	
		Grundy	22, 2(a 21	Orr Construction Company	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	2000	Grundy	2(a 24, Var.	J. C. O'Connor & Sons, Inc.	3 1 1 1 1 1	7
170, 351 11	20-511 15-2, 107-2	Madigan	24, Var.	Culberson Construction Company	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	= 3
02.1	80-0 0HB 0HB-1 0-VB	Madison	2012 100 Pd Now	Hooffken Brothers Inc.	#	Ni o
AI 90	12-7.1	Cook	26 36, 20724	Calumet Coal Company & Charles J. Wil-	t	4
					1.34	1 1 1
06.7	12-7.1-2	Cook	1"	Chatham Paving Company		Ö 9
AS 205	130 130-1	Pool Ichand	2(@24, var.	Control Ducinocaine Commune	07.0	÷ 0
	34-V B	Promois	06	Burnoll C Wotcon	60.0	
A S 323	66-XB	Trognois	06	G Watson	70.0	: 1
	N N N N N N N N N N N N N N N N N N N	Irognois	20	Ero.	0.00	
	62-1	V cemilion	22	MeCalman Construction Company	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.30
	59	Vermilion	22	McCalman Construction Company	2.5	
	37.	Douglas	20		3.98	\$ : 9 : 1
AS 524	37-1	Donglas.	20	Huckaba & Sons Construction Company.	0.46	1 1
S 534	201	Piatt	20	Parro Construction Corp. & McMahan	1	
8 612	£	Nores	66	Coldwell Engineering Communic	1.53	0 67
FAS 659, 660		Monttrie	06	Hambert & Good Company		
					100 /.	

0.11	66.25	0	Mileage Uncom- pleted			1 1 3		1 1		0 39	0 01	0	1 0 34		5		1 1 1 1 1	9
0.43	92.38	COURSE, AND	Mileage Completed 1958	6.11 9.55.11			1 7 0 t d d d d d d d d d d d d d d d d d d	, x, c,	18 8 8 0 m c	26.7	1 1 4G			20.10		12.04		1 1
Mitchell Contracting Company	Portland Cement Concrete Pavement	PORTLAND CEMENT CONCRETE BASE COURSE.	Contractor	J. C. O'Connor & Sons, Inc.	ian	I. D. Lain Company	Berry Construction Company	General Paving Company, Inc. State Day Labor	Monmouth Stone Company Triangle Construction Company	Robert A. Black, Inc.	Zimmerly Construction Company	I. D. Lain Company	Hollembeak Construction Company D. J. Mahoney Company.	Gunther Construction Company The J-P Construction Company	Chatham Paving Company E. M. Melahn Construction Company	Charles Ind Company	Contral Engineering Commany	
26/24, Var.	Total-Por	FULL-WIDTH	Width in Feet	24, Var. 2(#3, 6. 21, Var.	18, 2@18	1(a4, 2(a2, 2(a3, Var) Flexible base, 24 Cement aggregate base,	Cement aggregate	2@3, 2@12.	264 , 267 , 2613, Var. 1(0.2, 26.2)	22, 7 al. 2(a 2, 4 9)	1, 2(0.2, Var.	1(a 6. 23.5 (water-bound mac-	26 2, Var. 26 7.5, Var.	24, \ \ar. \ 2(\alpha \)	2(a 14, Var. 2(a 6, Var.	24, Var	22, 38, Var.	2(a Var.
Franklin Williamson Jackson		PORTLAND CEMENT CONCRETE BASE COURSE WIDENING.	County	Wabash-Lawrence	Macon	DeWitt		DeWitt-McLean	Warren Jackson	Colos	Christian	Brown	Fulton	Khox	Cook Lake-Cook	Ogle	Henry-Knox	Bureau
1-V, 1-VB (130, W-15d)W		LAND CEMENT CONCRET	Section	$(12Z, 12, 13)W_{-}$	$(47, 48)W_{}$	53W-1, 54-W		55-W	3-W 3-W 12-W-1, 12-BY 717 16 10 90 W	(1, 18, 19, 20) M	W(8, 9)	(6, 7)W	19 Evt. (W)	(14, 15, 16)W	551-Y Z-R-Y	(110, 111)W	123-W & R	1-W
FAS 876. FAS 910 Senate Bill 275		PORT	Route	SBI 1	SBI2	SB1 2		SBI 2	SB18 SB113	SBI 16	SBI 94	SBI 31	SBI 31	SB1 41.	XBI 55.	SBI 77.	SBI 80	ZBI 89

6.57 0.00 1.86 53.38 0.00 5.70

23.09 3.57 0.00 141.03 6.71 0.00

Total—FCC Base Course (two lanes or more)...
Total—Flexible Base Course...
Total—Cement Aggregate Base Course...
Total—PCC Widening...
Total—Bituminous Concrete Widening...
Total—Cement Aggregate Widening...

67.51

174.40

Grand Total\_

PORTLAND CEMENT CONGRETE BASE COURSE WIDENING, FULL-WIDTH PORTLAND CEMENT CONCRETE BASE COURSE, AND FULL-WIDTH FLEXIBLE BASE COURSE-Concluded.

TABLE 21.—Continued.

Mileage Uncom- pleted	0.35 0.97 13.94 1.21 1.21 1.21 4.74 6.89 6.89 7.44 1.21 4.74 6.35 6.35 6.35
Mileage Completed 1958	1.03 1.143 11.18 11.19 9.88 9.88 9.88 9.88 1.99 1.99
Contractor	Gunther Construction Company————————————————————————————————————
Width in Feet	22, Var. 26, 2, 24, Var. 160, 2, 260.3. 24, Var. 260.3. Bituminous cone. widen., 260.2.3. 24, Var. 260.2, Var. 260.2, Var. 24, Var. 24, Var. 24, Var. 24, Var. 260.2, 260.3, 12. 260.3, Var. 27, Var. 280.3 380.3
County	Knox Bureau  Morgan  Logan  Logan  Piatt-Moultrie-Douglas Jackson-Union  Boone  Fulton  Will  Vermilion  Champaign  Piatt  Williamson
Section	(106, 107, 108) W. (135, 137, 138) W. (125, 126) W. (109, 110) W. (109, 110) W. (134-W. (141, 142) W, 143 W-1 (131-W, 132 W-1 (27, 42, 43) W. (27, 42, 43) W. (27, 42, 48) W. (38, 28) W. (78, 8, 28) W. (78, 8, 28) W.
Route	SBI 91.  SBI 104.  SBI 106.  SBI 121.  SBI 121.  SBI 121.  SBI 121.  SBI 121.  FA 6.  FA 6.  FA 50.  FA 529  FAS 519  FAS 540.

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	Mileage Uncom- pleted	0.22	5.53	19	0.38	3.80		0.39	39.24
	Mileage Completed 1958	0.95 1.22 0.10	0.25	0.43	0.24 2.38 4.01 1.48 1.55	16.48	7.76 4.12 1.84	11.76 3.24 2.84 1.00	0.25
The sold of the so	Contractor	Rockford Black Top Construction Company. Payne & Dolan, Inc.	Sankey Brothers, Inc. Sankey Brothers, Inc. Devine Construction Company	Bridges Paving Company		Inc.	S. J. Groves & Sons Company Rockford Black Top Construction Company. Collins Construction Company.	Hollembeak Construction Company Payne & Dolan, Inc. Bituminous Fuel & Oil Company Rockford Black Top Construction Company Rockford Black Top Construction Company Charles Ind Company States Improvement Company, Inc.	Sangamo Construction Company  Subclass I-11 on Flexible and Soil-cement Base
	Width in Feet	2@8, Var 1 24, Var 1 24, 42, Var	22, 24. 22, 40, Var.	22, Var	24, 2@24	22, Var. 22 2@12, Var.	24, Var	40, Var.	799Total—Sul
	Type	I-11 on flexible base	I-11 on flexible base	Marion I-11 on flexible base	I-11 on flexible base	I-11 on flexbile base I-11 on flexible base I-11 on flexible base	I-11 on flexible base	I-11 on flexible base	I-11 on flexible base
	County	Ogle McLean Woodford	Sangamon- Menard- Menard Iroquois-	Marion Alexander-Union.	Alexander Madison Brown-Pike Pike Macoupin Madison-Jersey	Pike Montgomery Winnebago	LaSalle Winnebago Macon	Pike	Sangamon
	Section	37-Y 62, 63(W, RS) 63, 64(W, RS) B. C. D(W.	(W, RS)	1 - 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	(1, 2, 3)RS (16, 17)R 51-RS		-CS & 6-CS, RS -CS 9-Q 25-Q 5-Q 5-1Q 7-1	
	Route	SBI	SBI 24 SBI 116	SB1146, 150	SB1146, 150 101, 133 (W RS) FA 38 FA 38 FA 68 FA 155 FA 155 FA 156 BS 102.	FA 158 FA 166 FA 188		645 645 841 1043 1043 1552	275.

TABLE 21.—Continued.

BITUMINOUS SURFACING ON RIGID-TYPE PAVEMENTS.

Mileage Uncom- pleted	68.24	24.21 7.60 28.06	1) 1	7.58		62.88	61.09	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Mileage Completed 1958	20 00 00 00 00 00 00 00 00 00 00 00 00 0	20.71	30.70°	10.39 3.34 48.46 3-43.57 11.39	50.73 50.44 50.51 10.00 1.81 1.81 1.60	6.03	0.93	7.97
Contractor	McCalman Construction Company. Powers-Thompson Construction Company. Jefferson Asphalt Company. Bridges Paving Company.	Ralph Rogers & Company, Inc. Maclair Asphalt Company, Inc. Triangle Construction Company. Danville Construction Company.	G. S. Chastain	Barber Paving Company.  Berenz & Son Asphalt Company.  Perenz & Son Asphalt Company.  Payne & Dolan, Inc.  Thompson Asphalt Company.  Thompson Asphalt Company.  M. Hoefiken Company & Hoefiken Brothers.	Litchfield Bituminous Corporation Keeley Brothers Contracting Company Sankey Brothers, Inc. Rein & Schultz, Inc.	Central Engineering Company	I. P. Wetherby Construction CompanyGunther Construction Company	George E. Hoffman & Sons, Inc.
Width in Feet	22, 40, Var. 22, 42, Var. 24, 42, Var.	24. Var. 24. 32, 42, Var.	22, 24, 28,	Var. 24, 28, Var. 24, 42 24, Var. 24, 42, Var. 18	38, Var. 24, 30, Var. 26, 22 18, Var. 18, Var. 18	18, 19, Var 24, 26, 24, Var 22 36	22. 42, 62, Var	18, 20, 40, Var.
Sub-							11-11-11-11-11-11-11-11-11-11-11-11-11-	
County	Vermilion Iroquois - Wabash-Lawrence Lawrence	Crawford_saline-Williamson Johnson_Edgar_	Christian-Shelby Macon	DeWitt_DeWan McLean McLean Woodford Madison Randolph	Jersey Madison-8t. Clair Sangamon Stephenson Stephenson	ToDaviess. Winnebago Ogle-DeKalb_ Lee	LaSalle. Warren	Peoria
Section	RN, RN-1)RS (4, C-1, 3)R(W, RS) 12Z, 12, 13)RS (14, 15, 15Z)RS	38 RS. (34, 43 N) RS-1 34 (W-2, RS-3), 35, 36 (W, RS) 49 Z-RS	(47, 48) RS	53RS1, 54-RS. 55-RS. 62, 63(W, RS). 63, 64(W, RS). A-RS-1, (H, I)RS-1. 71-1.	441-Z(W, RS) 569 27-RS-1 (20, 21)-RS, 22-RS-1 (20, 24-1, 22-RS) (29, 207, 20P, 20V, 30V, 30	101, 102W)RS 40-R 9R-I-RS	GB-1 3-RS (10R, 11R)RS, (W)RS,	(1)RS
Route	ZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZ		SBI2 SBI2 SBI2		N N N N N N N N N N N N N N N N N N N	100 2		SBIS

20.37		<sup>6</sup> 0.63 9.01 <sup>7</sup> 2.89 10.45 <sup>2</sup> 1.48		60.27 0.27 20.22	89 0	26 09 1 16 48 1 1 16 48 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
21.02	21.36 51.29 10.98 60.43 5.28	7.03	0.62 11.47 3.29 4.02 10.54		20.38 20.04 20.04 7.44 7.44 7.44 8.86 3.50 6.64	5.11 5.11 6.73 6.70 6.70
Clark Brothers Company	ZOZOZ	Mautz & Oren, Inc. Jefferson Asphalt Company. Robert A. Black, Inc. Howell Asphalt Company. Arcole Midwest Corporation.	J. P. Hollerich Company.  J. P. Hollerich Company.  Seneca Petroleum Company, Inc.  Payne & Dolan, Inc.  Sankey Brothers Inc.	C. J. Moritz, Inc. A. J. Walker Construction Company. A. J. Walker Construction Company. Champaign Asphalt Company. Gund-Graham Company.	Central Engineering Company.  Quad-City Construction Company.  State Day Labor.  Gem Contracting & Paving, Inc.  Coggeshall Construction Company.  Coggeshall Construction Company.  McDougal-Hartmann Company.  Municipal Paving Company.  R. W. Dunteman Company.  Huckaba & Sons Construction Co. & A. J.  Walker Construction Co.	Emil P. Hendrik Company, Inc. Giertz-Melahn Asphalt Company, Inc. Rock Road Construction Company. Champaign Asphalt Company. Huckaba & Sons Construction Co. & A. J. Walker Construction Co. The Barber Paving Company. The Barber Asphalt Company. Union Contracting & Engineering Company. Black Top Roads Company. Contracting & Material Company. The J-P Construction Company. The J-P Construction Company.
2@21, 42, 67	18, Var	ar.	18, 38	24, Var		24, Var. 24, Var. 24, Var. 18, Var. 18, Var. 20, 24, Var. 20, 33, 20, 40. 20, 36, 20, 40. 20, 36, 20, 40. 20, 36, 20, 40.
1-1-1						
McLean Knox	Hancock Champaign-Vermilion Champaign Effingham Jackson St. Clair	Wayne-Wayne-Coles	Bureau Bureau Mason Tazewell Christian Sangamon	Clay Coles Coles Champaign Ogle Carroll Henry	Henry Peoria Adams-Brown Brown Fulton McLean Knox Cook Cook Kendall Livingston	Livingston Livingston-Ford Livingston-Ford Ford-Champaign Iroquois. Montgomery-Christian Cook - Cook - DuPage -
(28, 29) R 49(W-1, RS) 95 (28, 28 Ext., 29, 30) RS, 119-	RS, (114, 115, 117)RS,   IY-N.   (3, 2, 2X, 2V, 1Y)RS.   J-BR, I-B2.   I2RS-1, 13RS-2.   I(W, RS).	17-W, RS, 17B-2, 17-BY (17, 18, 19, 20)RS 24-2(24-Z, 104-Z; W, RS) (5, 4)RS 18-NRM-4, NRM-6(W, RS)	23-RS 23-RS H-RS L-RS-1 (2, 3)RS, 4-RS 12-RS	6-2 19-BR 19Z-RS 28X-RS 4-Y, (5-1)RS, 7-Y- 1-Y- 11-RS	11X (W, RS) C.I. (5, 6)RS (6, 7)RS 19 Ext. (RS) 1, 2, 3, 4(W, RS) (14, 15, 16)RS 461-Y-RS 108-I. (120, 121, 122)RS, 7RS-I.	122-BY 123, 123X, 124(W, RS) 124, 125, 126(W, RS) 128(W, RS) 112-RS 135, 136, 137(W, RS) 146-X(W, RS) 50-1(W, RS) 50-1(W, RS) 541-T-2 541-T-2 543(W, RS-1)
SBI 8	BI 10 BI 110 BI 111 BI 13	SBI 15 SBI 15 SBI 15 SBI 16	SBI 18 SBI 24 SBI 24 SBI 24 SBI 24	SBI 25 SBI 25 SBI 25 SBI 25 SBI 26 SBI 27 SBI 28	SBI 28 SBI 30 Alt. SBI 31 SBI 31 SBI 31 SBI 41 SBI 46 SBI 47	SBI 47 SBI 47 SBI 47 SBI 48 SBI 48 SBI 54 SBI 54 SBI 54 SBI 54

TABLE 21.—Continued.

BITUMINOUS SURFACING ON RIGID-TYPE PAVEMENTS—Continued.

	Mileage Uncom- pleted	21.62	30,72	2-30.87	3,52	8 91 2.86 5.86 7.86 6.65	210.08 210.08 10.08	910
	Mileage Completed 1958	26.09 210.01 1.55	5.08 2.06 2.06	9.64	28.21	10.89 13.23 2-30.82 6.72	20.27 111.47 4.34 6.97 5.27	1
LAVEMENTS—Continued.	Contractor		Allied Asphalt Paving Company.  Areole Midwest Corporation.  Rock Road Construction Company.  Rock Road Construction Company.  The American Asphalt Paving Company.	Rein & Schultz, Inc. Rockford Black Top Construction Company. Gund-Graham Company, Inc.	Rock Road Construction Company Central Engineering Company McCarthy Improvement Company McCarthy Improvement Company J. P. Hollerich Company Strunk Brothers	Gunther Construction Company. Seneca Petroleum Company, Inc. J. P. Hollerich Company (Assignce) J. P. Hollerich Company Coggeshall Construction Company. Sankey Brothers, Inc. George H. Hartong, Inc. George H. Hartong, Inc.	Johnston Roadbuilders, Inc. R. A. Cullinan & Son, Inc. Champaign Asphalt Company. Seneca Petroleum Company, Inc. Ninora Construction Company Ninora Construction Company Huckaba & Sons Construction Co. & A. J. Walker Construction Co.	Parro Construction Corporation & McMahan Illinois Corporation
UID-IILE I	Width in Feet	2(\alpha 24, Var	10. 2@24. 24. 27. 40.	18, Var. 24, Var. 36	22, 38, Var	22, 24, Var. 18, 20 24, Var. 22, Var. 22, Var. 24, Var. 24, Var.	24, 38, 42 24, Var 29, Var 20, Var 24, Var 24, Var	24, Var
OIN KE	Sub- class							yman( }
BILOMINOUS SURFACING	County	Cook Cook Cook DuPage Lake-Cook	Cook Cook Cook-Kane Cook DuPage Winnabaco	Stephenson Ogle- Jo Daviess Mason-Cass	JoDaviess-Carroll Henry Henry Henry Bureau Bureau	Knox Peoria Bureau Bureau Scott Morgan Sangamon Pike	Will Woodford Champaign-Vermilion Tazewell-Logan Logan Logan Logan Piatt-Moultrie-Douglas	Douglas-Edgar
	Section	1958-7 (W, RS) 1958-7 (W, RS) 1958-9 (W, RS) 112, 1128, 113 (W, RS-1) 7-R-Y-RS	1958-2RS 120-Y-R 1958-8(W, RS) 1958-10(W, RS) 132-Y-RS	(106, 107)RS (110, 111)RS 104-Y (143, 144)RS	104(W, RS) 123-RS 129(W, RS) 136RS-1, ARS-2 1-RS	(106, 107, 108)RS (110, 111, 112, 113, 114)RS_ (135, 137, 138)RS-1_ 138-Y_ 117(W, RS) (125, 126)RS_ 140, 141(W, RS)	113 KS 104, 106, 107 (W. RS) 113, 114 (W. RS) (109, 110) RS (110, 113) RS 117- RS (141, 142) RS, 143 RS-1 145- BR 145- BR	RS-3)
	Route		S S S S S S S S S S S S S S S S S S S		SB1 80 SB1 80 SB1 82 SB1 82 SB1 89 SB1 89	1 91 - 1 92 - 1 92 - 1 92 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	SENT 113 SENT 116 SENT 121 SENT 121 SENT 121 SENT 121 SENT 121	

213.67	25.99	31.09	216.96	0 1 - 1	1.45	11 63	1000		25.89	4.76	4.45	50, 23	3.66	50.18
15.58	25.16	12.08	13.79	46.89	60.54	1	28.84	22.31	19.35	0.36	5   1   1   1   1   1   1   1   1   1	10.27	0.35	2.02
McMahan Illinois Corporation	Coggeshall Construction Company	Litchfield Bituminous Corporation	Litchfield Bituminous Corporation  Howell Asphalt Company  Bridges Paving Company	Paving Company Asphalt Products, Inc.	struction Co. Stephens Ready-Mix Concrete Company	Marion County Construction Co. & Henry County Construction Co.	Triangle Construction CompanyGilmore Asphalt Products, Inc.	Gilmore Asphalt Products, Inc. Triangle Construction Company.	Bituminous Fuel & Oil Company	Suburban Oil Company	Coggeshall Construction Company	Company	Bituminous Fuel & Oil Company	Sankey Brothers, Inc. Sangamo Construction Company. Sangamo Construction Company.
19, 20, 7ar. Var.	22, Var	22 Var	- 18, Var 24, Var 24	, Var.	24	- 20, 24, Var.	24. Var.	29, 2@32	22, 24, Var.	24, Var.			2@26.4, Var 33, Var 42, Var	24, Var. 17, 22, Var. 24, 24.
I-11-1					[-11	I-11	I-11				I-11			11-1
Douglas-Edgar	Mason. Sangamon. Cass-Sangamon.	Montgomery-Bond Bond	Bond-Clinton Jasper-Richland Richland-Edwards	Marion Alexander-Union Alexander	Johnson-Pulaski	Pulaski	Jackson Jackson-Union	Union	Ferry St. Clair-Monroe-Randolph	McHenry Boone	Fulton	St. Clair St. Clair St. Clair	Cook Hardin Macon	Sangamon Sangamon Sangamon
(145, 146, 147)RS	123(W, KS) (101, 102)RS 105, 106(W, RS)	(105, 106, 107, 108)RS. (107, 108)R.	(110, 111, 112) RS 121, 122, 123(W, RS) 124, 125, 126(W, RS)	105, 106(W, RS-2) 101, 102(W-1, RS-1) 101, 133(W, RS)	116(W, RS) 190 191 (W.1 RS.9) 199 (W	BS-1) 123(W	W-1, RS) S, 132RS-1	(W-2, RS-2 Z-RS	108, 108A (W, KS) (45, 46, 51, 132)RS-1	(132 Ext., 132)RS (L & M)RS	(27, 42, 43)RS. (T-2, T-2X, 39-1, S-1, R-1, 33-1)RS.	33-1BR. 33-1(W, RS). (28-1, 29-1)RS-1.	7-S-2 6-1 13Z-1	19X-2-1, 19X-2-1RS CRS-2
	SBI 122 SBI 124 SBI 125 SBI 125	SBI 127	SBI 127 SBI 130 SBI 130	SBI 142 SBI 146, 150. SBI 146, 150.	SBI 147	SBI 150	SBI 150	SBI 150	SBI 159	7 7 7 6	FA 12	FA 13 FA 13	FA 19 FA 35	

TABLE 21.—Continued.

BITUMINOUS SURFACING ON RIGID-TYPE PAVEMENTS—Concluded.

Mileage Uncom-	26 37 24 70 29 86 29 86 66 06 66 06
Mileage Completed 1958	20.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Contractor	Litchfield Bitunninous Corporation  Sangamo Construction Company Johnston Roadbuilders, Inc.  Allied Asphalt Paving Company  Balek Top Roads Company Arrow Road Construction Company Arrow Road Construction Company Arrow Road Construction Company Rein & Schultz, Inc.  R. B. Potashnick & Regenhardt Construction Company W. E. O'Neil Construction Company W. E. O'Neil Construction Company Company Company W. E. O'Neil Construction Company W. B. Gonstruction Company Company W. B. Gonstruction Company Conpany W. B. Clements Company Construction Company W. B. Clements Company Huckaba & Sons Construction Company Barber Paving Company, Inc. Arcole Midwest Corporation The Standard Paving Company Suburban Oil Company Callagher Asphalt Company Gallagher Asphalt Company Callagher Asphalt Company Callagher Asphalt Company
Width in Feet	22, Var. 36, 2@36 24, 2ar. 36, 2@36 24, 2ar. 24, 2ar. 24, Var. 24, Var. 250, Var. 26, 24, Var. 20, 20, Var. 20, 20, Var. 26, 24, Var. 26, 21, 44, 44, 44, 44, 44, 44, 44, 44, 44, 4
Type	
County	Macoupin Macoupin Will Cook DuPage Logan Cook Clinton Madison Will Kankakee Effingham Mereer Iroquois Henderson-Warren Champaign Cook Will Madison Madison Williamson Cook Madison Williamson Cook Madison Williamson Cook Cook Cook Madison Williamson Cook Cook Cook Cook Cook Madison Williamson Cook Cook Cook Cook Cook Cook Cook Co
Section	D-X RS
Route	FA 68 FA 68 FA 72 FA 122 FA 122 FA 123 FA 123 FA 123 FA 124 FA 128 FA 128 FA 128 FA 128 FA 128 FA 128 FA 128 FA 128 FA 128 FA 132 FA 132 FA 153 FA 153 FA 522 FA 8 520 FA 8 52

19.05 19.05 11.10 24.44 49.57 46.15 33.61 0.82	
20, 40, Var. Giertz-Melahn Asphalt Company, Inc. 20, Var. The Crown Rock Asphalt Company 18 Cephas Williams Company 18 Howell Asphalt Company 18 Jefferson Asphalt Company 18 Jefferson Asphalt Company 18 Jefferson Asphalt Company 19 Jefferson Asphalt Company 20, 24, 40, 44 Rock Road Construction Company	
Dist. 1  Dist. 3  Patch. & Bit. Resurf. 1958-2  Dist. 3  Patch. & Bit. Resurf. 1958-3  Dist. 3  Bit. Resurf. 1958-1  Dist. 7  Bit. Resurf. 1958-2  Bit. Resurf. 1958-1  Bit. Resurf. 1958-1  Cook  Cook  Cook	

376.44 0.00

23

769.2 2.8

Total—Subclass I-11.
Total—Subclass B-4.

Grand Total

376.44

98

771.

<sup>1</sup> Nonstandard surfacing which is the first stage of two-stage construction.

<sup>2</sup> Contract includes widening of existing portland cement pavement with flexible base course.

<sup>4</sup> Contract includes widening of existing portland cement pavement with bituminous concrete base course.

<sup>5</sup> Contract includes widening of existing portland cement concrete base course.

<sup>6</sup> Contract includes construction of full-width portland cement concrete base course and widening of existing portland cement prior to resurfacing.

## GRAVEL SURFACES.

Mileage Uncom-	0.31 1.63 2.35 6.17
Mileage Completed 1958	0.50 0.50 1.40 1.40 2.98 2.98 0.17 0.17 1.87
Contractor	Lakeland Construction Company, Inc. Savanna Construction Company. Belvidere Construction Company. Rein & Dahl, Inc. Charles Lenz & Sons, Inc. R. W. Dunteman Company. Belvidere Construction Company. McCarthy Improvement Company. Manning & Phipps Construction Company. Swords & Dietz. Ladd Construction Company. Swords & Dietz. Ladd Construction Company. Trompeter Construction Company.
Width in Feet	55555555555555555555555555555555555555
Type	A B B B B A Gr. or er. stone base course B B Soil-cement base B B B B B B B B B B B B B B B B B B B
County	Boone LoDaviess ToDaviess Carroll DuPage De Kalb Lee Ogle Henry Henry Rarean LaSalle-Putnam Kendall
Section	50-G 59-B 71-B 153-G 153-G 43-G 53-B 69-B 43-G 53-B 72-G 22-G
Route	FAS 32 FAS 70 FAS 72 FAS 147 FAS 179 FAS 230 FAS 230 FAS 250 FAS 250 FAS 250 FAS 250

TABLE 21.—Continued. CRAVEL SURFACES—Concluded.

Mileage Uncom- pleted	2.55 2.01 1.49 5.16 6.86 6.86 6.86 6.86 0.95 0.95 0.97 0.63
Mileage Completed 1958	1.51 2.19 2.12 3.19 2.32 3.91 1.67 1.72 0.51 0.59 0.59
Contractor	Charles O'Brien & Son Charles O'Brien & Son Charles O'Brien & Son Mason & Meents Construction Company Reeves Brothers Construction Company Devine Construction Company Reeves Brothers Construction Company Devine Construction Company Reeves Brothers Construction Company Devine Construction Company Reeves Brothers Construction Company Reeves Brothers Construction Company Rowe Construction Company Howard W. Arnold Wood-Mar Construction Company Rowe Construction Company Bridge & Construction Company Holembeak Construction Company Rowe Construction Company Hollembeak Construction Company County Day Labor County Day Construction Company Rower Construction Company County Day Labor County Day Labor
Width in Feet	88888888888888888888888888888888888888
Type	因因用人丸丸丸丸丸丸丸 用用用用人用用用用用用用用用用用用用用用用工
County	Kendall Grundy Kendall Iroquois Iroquoi
Section	24-G- 23-G- 205-G- 205-G- 200-G- 211-G- 201-G- 200-G- 28-G- 131-G- 109G-1 25-G- 25-G
Route	FASS 281 FASS 322 FASS 323 FAS

## CONSTRUCTION

	1.22		0.40	1 F		6.93	D T D T D T D T D T D T D T D T D T D T		\$ () 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.50 2.21 2.21	000	2.02	2 2 2 2 1 3			; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;			4.01	; 1 1 1 1 1 1		5.7	0.50	0.81	# # # # # # # # # # # # # # # # # # #		38.02	0.00	97.37
1 44		2.01	2.40	1.86	2.25	3.64	33.14	1.74	F. 65		4.90		4.84	4.02	3.03	2.02	3.03 2.03	22.43	0 11	6.33	0.35	0.38	0.00		0.03	06.0	25.76	00.00	140.21
Marion County Construction Company & Starr Engineering Company	Davis & Endebrock  Howell Construction Company & J. D.	Boyd Brothers. Quick Way Construction Company. Rithminous Finel & Oil Company.	Quick Way Construction Company.  J. D. Barter Construction Company	Dale Denny Construction Company.	Eric Bolander Construction Company Rockford Black Top Construction Com-	Ogle Construction Company Ogle Construction Company	J. R. Stevens, Inc. Knann Brothers Construction Company	Valley Engineering Company.	Charles Mr West 1	Charles M. Woods, Inc.	Swords & Dietz	J. P. Hollerich Company.	LaSalle County Portable Company	Brown & Lambrecht Earthmovers, Inc.	Devine Construction Company	Knapp Brothers Construction Company.	Vernon Henry Pooria County Graval Commany	Princeville Stone Company	Jansen & Schaefer	Rowe Construction Company	Burnell G. Watson	Mantz & Oren Inc & C I Morit, Inc	Goodwin-McElroy, Inc.	Beecher Williams Construction Company	Howell Construction Company	Eric Bolander Construction Company	Total—Type A————————————————————————————————————	Total—Gravel or Crushed-stone Base	Grand Total
10, 20	18 20	18 18 29	3881	22 24	22	20	22	52   52   52   53		22	353	28	22.6	22	22	22	57 6	22	24	23.27	87	× 5	12, 22	<u>~</u> ~	07	1.5			
В	BB	m m m	mm	ΒA	ВВ	ВВ	B Gr. or er. stone base	or er. stone	*	₹ 41	m m	a ma	∞ ∢	3.8	Ą	2 22 2	X X	m -	₹.22	22	<b>E</b> 6	z m	<b>∀</b> ;	<b>x</b> x	3	<b>m</b>			
Clinton	Clay Hamilton	Wayne Jefferson Jefferson	Jefferson Hardin	Pulaski Lake	McHenry	Ogle-	Ogle Kane	Kane DeKalb	Пирада	DuPage	Henry	LaSalle	LaSalle Livingston	Will	Iroquois Woodford	Woodford	Marshall Peoria	Peoria	Tazewell	McLean	DeWitt	Effingham	Clinton	Gallatin Pone		Lake			
[25-G	26-B. 31-B, G.	45B, G. 77-G. 82-G.	79-G 22-G	1G-1 135-G	49-G	45-G	50-G 172-G	179-G 55-G	D.031	161-G	39-G	73-C	157-G	129-G	208-G	42-G	71-3G	43-RG	85-G	29-G	19-B	18-B	7-6	8-B		133-G			
S 788	FAS 796	AS 818 AS 819 AS 826	AS 830 AS 935	S 941	# ! ! !	1076	FAS 1082	1110	1147,	1153	1230	1271	FAS 1277	1301	1	1362	1385	1388	1473	1477	1482	1 1	1784	FAS 1930		FAS 2012			

TABLE 21.—Continued.

GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE AND BITUMINOUS SURFACE COURSE.

Mileage Uncom- pleted	1.31	10.33	0.49	5.37	11.1	2.34	0.18	1.42
Mileage Completed 1958	15.32	0.33	0.32	5.52	00.10	0.96	1.76	0.05
Contractor	Johnston Roadbuilders, Inc. McCann & Company, Inc. McCann & Company, Inc. Frank C. Feutz Company The Barber Paving Co., Inc. & Henry	County Construction Co.  Charles Ind Company.  E. H. Swenson & Son.  E. H. Swenson & Son.  Powers-Thompson Construction Com-	Pany Azzarelli Construction Company J. C. O'Connor & Sons, Inc. Shappert Engineering Company Belvidere Construction Company	Rein & Dahl, Inc. Rein & Dahl, Inc.	F. H. Stutzke Excavating Company Raymond C. Hoffman R. W. Dunteman Company Ladd Construction Company I P. Hollerich Company	Raymond C. Hoffman Ladd Construction Company Rein & Schultz, Inc. Rein & Schultz, Inc.	Bridge & Concrete Company Princeville Stone Company Princeville Stone Company Sweborg Construction Company W. L. Miller Company	Strunk Brothers Strunk Brothers W. B. Clements Company & Reeves Brothers Construction Company Mason & Meents Construction Company
Width in Feet	83333	18, 22 20 20 20 20	ន្ទន	នៃស្ត	ลลลลล	នៃនិងនិង	2222	ର୍ଚ୍ଚର ର
Type or Subclass	B-4 A-3 A-3 A-3 B-4 on soil-cement	B-4 B-4 B-4	8-4-3 8-4-3	A A & & & & & & & & & & & & & & & & & &	4 4 4 4 4 W to to to to	44444 \$\$\$\$\$\$\$\$	A-3-3-3-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	A-3 A-3 B-1 on soil-cement A-3
County	Will Greene-Jersey Greene Effingham-Clay Henderson	Winnebago Will Will	Kankakee Grundy Boone Ogle	Carroll Carroll JoDaviess	Lee Lee Lee Lee	Lee Lee Whiteside Whiteside Stark	Henderson Mercer Mercer	Putnam Putnam Iroquois
Section	90R-I. 432-B 501-G 106-Q (6 & 12) Q-5.	X2-1 99-1HB 99-1HB-1, 99-1HB-3	46-3HB 32-2HB-1 5-B 20B-1	18-Q 17-Q 70-Q & 72-Q	8-2-0 8-0 8-0 8-0 8-0 8-0 8-0 8-0 8-0 8-0 8	82-Q 72-Q 2-2-1Q- 28-Q 26-B	31-2Q 51-Q 24-B 54-G	1-20 202-0 28-0
Route	FA 77 Spur. FA 155. FA 156. FA 160.	FAI 90 FAI 55 FAI 55	FAI 57 FAI 80 FAS 41 FAS 57	FAS 76 FAS 78 FAS 80	FAS 177 FAS 178 FAS 178 FAS 179			FAS 255 1-20 FAS 325 202-0 FAS 332, 353. 28-0

5 1 2 2 1 1 6 6 6 1 1 1 6 6 6 6 6 6 6 6 6	2	6 88 9 TE	0-0 8-0 288 843		2 2 2 2 3 3 4 3 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
3. 24 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3	2.27	4.20 4.17 6.85 6.85	4 02	3 13	0 59 0 59 1 07 2 17
Zorn, Inc.  Mason & Meents Construction Company Swords & Dietz. Gunther Construction Company. Gunther Construction Company. Gunther Construction Company. Swords & Dietz.	Swords & Dietz Monmouth Stone Company Princeville Stone Company Princeville Stone Company Burlington Roadbuilders, Inc. W. J. Miller Stone Company	willer Compared to the Construction of the Con	K. A. Cullinan & Son, Burnell G. Watson. R. A. Cullinan & Son, R. A. Cullinan & Son, The Earl Walker Comp Truman L. Flatt & Son Truman L. Flatt & Son R. A. Cullinan & Son,		Berry Construction Company Caldwell Engineering Company Caldwell Engineering Company McCann & Company, Inc. Shaw & Campbell. Parro Construction Corp. & McMahan Illinois Corp. The Earl Walker Company, Inc
8885888	និនិនិនិនិនិនិ	88888888888	47,888888	24, 24, Var. 28, Var. 29, 20, 20, 20, 20, 20, 20, 20, 20, 20, 20	828 288 8188 8188 8188 8188 8188 8188 8
A	A A A A A A & & A A & & A A & A & A & A	44444444 	Cem	A-s out Soll-(cement. A-3 A-3 A-3 A-3 A-3 A-3 A-3 A-3 A-3	A-3 A-3 A-3 A-3 A-2 A-2 A-3
Ford Knox Knox Knox Knox	Warren Warren Henderson Hancock Hancock	Hancock Adams McDonough McDonough Fulton Fulton Pulton Dowitt	Dewitt Dewitt Logan Logan Logan	Menard Cass Cass Cass Cass Schuyler Scott Scott	Morgan Morgan Macoupin Sangamon Shelby Cumberland Douglas Edgar
30-Q 8-Q, 26-Q 74-Q 43-Q 43-1Q 61-1Q 92-Q	96-0- 32-1Q 32-2Q 25-Q 43-G	34-20 55-0 55-0 51-0 11-0 56-0 56-0	11-B 33-Q 49-1Q 51-Q	2-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8	34-0 21-0 23-0 87-B 12-20 30-0 13-50
\$ 339 \$ 340 \$ 400 \$ 400 \$ 407	FAS 419 99 FAS 423 97 FAS 423 97 FAS 423 97 FAS 424 97 FAS 424 92 FAS 42	1443	+ + + + + + + + + + + + + + + + + + +	FAS 577  FAS 577  FAS 577  FAS 583  FAS 606  FAS 608	S 664 S 679

GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE AND BITUMINOUS SURFACE COURSE-Concluded. TABLE 21.—Continued.

Mileage Uncom- pleted	3.02 3.03
Mileage Completed 1958	2. 44 4. 74 4. 98 3. 82 3. 82 1. 92 1. 91 4. 98 4. 28 2. 49 2. 49 1. 64 1. 64
Contractor	Frank C. Feutz Company Frank C. Feutz Company Frank C. Feutz Company Frank C. Feutz Company J. R. Burner  Mautz & Oren, Ine. County Day Labor Howell Asphalt Company And Carmel Sand & Gravel Company Ocunty Day Labor Mautz & Oren, Ine. Berry Construction Company Berry Construction Company Berry Construction Company Berry Construction Company Caldwell Engineering Company Litchfield Bituminous Corporation Freesen Brothers, Inc. Litchfield Bituminous Corporation Freesen Brothers, Inc. Litchfield Bituminous Fuel & Oil Company Mt. Carmel Sand & Gravel Company J. D. Barter Construction Company Bituminous Fuel & Oil Company Bituminous Fuel & Oil Company Bituminous Fuel & Oil Company Leon B. Stilley Construction Company Dale Denny Construction Company Lon B. Stilley Construction Company Leon B. Stilley Construction Company
Width in Feet	20, 82 82 82 82 82 82 82 82 82 82 82 82 82
Type or Subclass	A-3 A-3 A-3 A-3 A-3 B-3 B-3 B-3 B-3 B-3 A-3 A-3 A-3 A-3 A-3 A-3 A-3 A-3 A-3 A
County	Edgar Clark Clark Clark Crawford Crawford Cumberland Jasper Fayette Fayette Fayette Montgomery Greene Montgomery Greene Montgomery Greene Montgomery Greene Macoupin Calhoun Calhoun Calhoun Clinton Wayne Wayne Wayne Wayne Wabash Washington Bawadolph Walliamson Walliamson Jackson Jackson Jackson Johnson Johnson Johnson
Section	22-10 201-0 201-0 201-0 201-0 201-0 38-10 38-10 38-10 38-10 38-10 38-0 11-0 11-0 11-0 11-0 11-0 11-0 11-0 1
Route	FASS 889 FASS 880 FASS 880 FASS 881 FASS 882 FASS 883 FASS 8

1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 62 191 09 14 86 0 00 0 00 10 33 3 13 10 33 10 33 11 4 86 10 33 10 33 1
1.00 1.00 2.09 4.28 3.63 3.63 9.05 8.05 8.05 9.05	23 27 11.40 117.82 28.47 29.47 20.35 0.03 0.05 194.15
Bishop Burd and H & K Truck Service  Rein & Dahl	-A-1, Gravel or Crushed-stone BaseA-3, Gravel or Crushed-stone BaseA-3, Gravel or Crushed-stone BaseA-3, Soil-cement BaseB-2, Soil-cement BaseB-3, Gravel or Crushed-stone BaseB-3, Gravel or Crushed-stone BaseB-4, Gravel or Crushed-stone BaseB-4, Gravel or Crushed-stone BaseB-4, Soil-cement BaseB-4, Soil-cement Base-
20 20 20 20 18 18, 20, 21 20 20 37, 40, Var. 20 20 24, 30 20 20 20 20 20 20 20 20 20 20 20 20 20	Total—A-1, (70tal—A-2, 70tal—A-3, 70tal—A-3, 87tal—B-1, 70tal—B-2, 87tal—B-3, 70tal—B-3, 70tal—B-4, 70tal—B-4, 87tal—B-4, 87tal—B-4, 87tal
A-3	
Alexander Jo Daviess Lee Bureau Rankakee Kankakee Will Kankakee Will Kankakee Iroquois Stark Peoria Knox Mason Adams Sangamon Shelby Macoupin Macoupin Macoupin Matoupin Massac Jackson Massac	
24-Q-67-Q-79-Q-61-Q-114-Q-1114-Q-1116-Q-1116-Q-118-Q-118-Q-1116-Q-119-Q-29-Q-29-Q-29-Q-29-Q-29-Q-27-Q-29-Q-27-Q-27	
FAS 944 FAS 1178 FAS 1178 FAS 1245 FAS 1246 FAS 1299 FAS 1302 FAS 1302 FAS 1302 FAS 1392 FAS 1392 FAS 1392 FAS 1392 FAS 1392 FAS 1392 FAS 1394 FAS 1395 FAS 1394 FAS 1394 FAS 1394 FAS 1395 FAS 1396 FAS 1397 FAS 1396 FAS 1734 FAS 1738 FAS 1734 FAS 1738 FAS	

BITUMINOUS SURFACING AND RECONSTRUCTION OF EXISTING GRAVEL OR CRUSHED-STONE SURFACE. TABLE 21.—Continued.

Mileage Uncom- pleted	\$ 2 T	8.04	1 1 8 6 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2.49	5,53	4.83	5.61	10.03	3.91	2.01	0.99
Mileage Completed 1958	1.28	0.80 2.36 3.04 9.23	3, 44 3, 96	1.24	1.08	2.89	8.90 3.90	3.89	2.92	5.01	2.13 2.33 5.09 11.07
Contractor	State Day Labor State Day Labor Freesen Brothers, Inc	Frank C. Feutz Company. Skokie Valley Asphalt Company, Inc. Peter Baker & Son Company. Suburban Oil Company. Rein & Schultz, Inc.	Inc. Geneva Construction Company Elgin Giertz-Melahn Asphalt Company, Inc.	Arrow Road Construction Company Arrow Road Construction Company Johnston Roadbuilders, Inc.	C. F. Settle Construction Company. Henry County Construction Company. Henry County Construction Company.	Strunk Brothers Strunk Brothers I D Wetherky Construction Conserved	J. P. Wetherby Construction Company.  The Crown Rock Asphalt Company.  The Crown Rock Asphalt Company.	The Crown Rock Asphalt Company————————————————————————————————————	Mason & Meents Construction Company Eaton Asphalt Company, Inc.	Mason & Meents Construction Company Mason & Meents Construction Company Eaton Asphalt Company, Inc.	R. A. Cullinan & Son, Inc. R. A. Cullinan & Son, Inc. Henry County Construction Company. Burlington Roadbuilders, Inc. McDougal-Hartmann Company.
Width in Feet	22 20 20	20, 20, 36, 20, 36	20 20	នួនន	55 G G	3838	ឧឧឧឧ	888 888 888 888	20 20 20 20 20 20 20 20 20 20 20 20 20 2	ន្តន្តន	20, 21 20, 21 20, 20 20, 21
Type or Subclass	A-1 A-1 A-1,	A A B B B 4 5 5 5 5 4 5 5 5 5 4 5 5 5 5 5 5	B-4	± m ± ro ro	B-4 A-3	A A A &	88 4 4 5	₩ ₩ ₩ ₩ ₩	7 X X 3 3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5	A A 43.	A B A A A A 쇼 쇼 숀 숀 숀 숀
County	ShelbyGanGreene	Effingham Lake Lake Boone Stephenson Kane	Kane	Dul'age DaPage Will	Lee Stark Mercer	Mercer Bureau Marshall	LaSalle Will Will	Will Kankakee Kankakee	Livingston McLean Livingston	Livingston Livingston McLean	Woodford Woodford Stark Warren McDonough
Section	19-1-Q-2 (116Q-2, 119)1 1-Q-4	12Q-5 & 105Q-4 76-QR 84-Q- 30-Q- 41-Q 69-Q	92-Q 101-Q	125-Q 58-2Q	26-Q 26-Q 41-Q	R-5Q 10-1Q 35-0	71-0 510-1 125-20	116-2Q 126-Q 28-Q 201-Q & 204-O	160-Q PQ-2 109-Q	78-Q 98Q-1 79-Q	25-4 28-50-1 93-0 10-10 42-0
Route	SBI 2 FA 119, SBI 121 FA 155	FA 160 FAS 2 FAS 6 FAS 32 FAS 60 FAS 104	S 112 S 130	1 & 1 4 & 2 7 & 2	S 186 S 208 S 221	S 239 S 241 S 249	S 268 S 295 S 303	FAS 305 FAS 312 FAS 318 FAS 324	S 344 S 351 S 353	S 354 S 356 S 360	FAS 366 FAS 376 FAS 401 FAS 417

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		6-01- 01- 00-00-00 00 00-00-00 00-00-00-00-00-00
W. L. Miller Company R. A. Cullinan & Son, Inc. R. A. Cullinan & Son, Inc. Eaton Asphalt Company, Inc. Eaton Asphalt Company, Inc. Berry Construction Company R. A. Cullinan & Son, Inc. Truman L. Flatt & Sons Company Diamond Construction Company Truman L. Flatt & Sons Company, Inc. Otis E. Benefiel Madison Construction Company, Inc. The Earl Walker Company, Inc.	County Construction Co.  Johnston Roadbuilders, Inc. & Marion County Construction Company Mt. Carmel Sand & Gravel Company.  Mt. Carmel Sand & Gravel Company.  C. H. Rumburg Excavating Johnston Roadbuilders, Inc.  Beecher Williams Construction Company.  Skokie Valley Asphalt Company.  Skokie Valley Asphalt Company, Inc.  Peter Baker & Son Company.  Skokie Valley Asphalt Company.  Skokie Valley Asphalt Company.  Skokie Valley Asphalt Company.  Skokie Valley Asphalt Company.	Arrow Road Construction Company. Midwest Construction Company. Charles O'Brien & Son J. P. Wetherby Construction Company. Johnston Roadbuilders, Inc. Johnston Roadbuilders, Inc. R. A. Cullinan & Son, Inc. E. A. Cullinan & Son, Inc. E. A. Cullinan & Son, Inc. Eaton Asphalt Company, Inc.
88282888888888	ន ន <sup>ន្ត</sup> ននននននននន	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
大阪联点点点点点点点点点	\$\pi\$       \$\pi\$ <td< th=""><th><b>日日 1日 1</b></th></td<>	<b>日日 1日 1</b>
Hancock Tazewell Tazewell McLean McLean Logan Logan Logan Menard Menard Menard Mission Jasper Jersey	Marion Edwards Richland Lawrence Washington Onion Lake Lake Lake Lake Lake Lake Lake	DuPage Chundy LaSalle Will Will Woodford Woodford Woodford Moodford Livingston Marshall Tazewell MeLean
(2,4-4)	RS 19)Q	
FAS 428	FAS 795 49-Q FAS 800 15-R FAS 801 100- FAS 832 26-Q FAS 832 16-Q FAS 1003 120-C FAS 1004 72-Q FAS 1015 110-C FAS 1015 110-C	FAS 1145 FAS 1145 FAS 1145 FAS 1273 FAS 1277 FAS 1306 FAS 1369 FAS 1481 FAS 1481 FAS 1891 FAS 1897 FAS 1897 FAS 1898 FAS 1898 FAS 1899 FAS 18

BITUMINOUS SURFACING AND RECONSTRUCTION OF EXISTING GRAVEL OR CRUSHED-STONE SURFACE—Concluded. TABLE 21.—Continued.

Mileage Uncom- pleted	92.58	0.00 87,99 13.66 21.26 15.97
Mileage Completed 1958	1.93 3.73 3.26 2.62 2.33 11.96 1.40	9.78 127.07 9.23 79.95 0.00
Contractor	Skokie Valley Asphalt Company, Inc. Peter Baker & Son Company Peter Baker & Son Company Suburban Oil Company Pany Pany Rockford Black Top Construction Company Pany State Day Labor	Total—Subclass A-1.  Total—Subclass A-3.  Total—Subclass B-3.  Total—Subclass B-4.  Total—Subclass B-5.
Width in Feet	20, 24 20, 24 20 20 20 20 9	
Type or Subclass	B-4 B-4 A-3 A-3, A-1	
County	Lake-Lake-Lake-Lake-Cake-Cake-Cake-Cake-Cake-Cake-Cake-C	
Section	138-Q 137-Q 88-Q 13-Q 40-1Q Bit. Surface Treatment 1958-2	
Route	FAS 2005 FAS 2007 FAS 2013 FAS 2182 FAS 2182 Dist. 5	

	duare Yards Completed Square Yards 1958 Uncompleted	
	Square Yards Completed 1958	55,816 68,867 24,889 46,068 41,760 52,709 62,190 62,190 97,265 18,862
INTERNATIONAL DISCONDENSING SCHOOLS IN (MODILITY).	Contractor	Midwest Construction Company.  Midwest Construction Company.  Midwest Construction Company.  Elgin Giertz-Melahn Asphalt Company, Inc.  Suburban Oil Company.  J. P. Hollerich Company.  Rockford Black Top Construction Company.  J. P. Wetherby Construction Company.  J. P. Wetherby Construction Company.  Livingston County Construction Co. & Johnston Roadbuilders, Inc.  J. P. Wetherby Construction Company.  Gunther Construction Company.
ENTITED DITCHESON TOTAL	County	Will Cook-DuPage Kendall-Will Kane DeKalb-McHenry Rock Island Bureau-Lee Stephenson-Winnebago LaSalle Livingston LaSalle LaSalle LaSalle Mercer-Warren
TATT	Section	Bit. Patch. & Resurf. 1957-9. Bit. Patch. & Resurf. 1957-10. Bit. Patch. & Resurf. 1957-11. Bit. Patch. & Resurf. 1957-12. Bit. Patch. & Resurf. 1957-13. Bit. Resurf. 1958-1. Bit. Resurf. 1958-2. Bit. Resurf. 1958-3. Patch. & Bit. Resurf. 1958-5. Patch. & Bit. Resurf. 1958-6. Patch. & Bit. Resurf. 1958-6. Patch. & Bit. Resurf. 1958-7.
	Route or District	<u> </u>

	f f f f f f f f f f f f f f f f f f f		Mileage Uncompleted	0.34 0.56 0.61 0.29 0.36 1.58 4.51	15.13
12, 856 17, 734 48, 861 140, 286 44, 130 30, 735 30, 735 66, 264 48, 434 19, 440 84, 280 4, 308	1, 487, 523		Mileage Completed 1958	0.58 1.30 1.10 1.10 0.84 0.55 0.55 0.20 0.41 0.41 0.41 1.46	34.63
McCarthy Improvement Company Danville Construction Company The Barber Paving Company Coggeshall Construction Company P. H. Broughton & Sons Gem Contracting & Paving, Inc.  Bridges Paving Company Ralph Rogers & Company, Inc. Thompson Asphalt Company, Inc. Gilmore Asphalt Company, Inc.  McCarthy Improvement Company Coggeshall Construction Company Coggeshall Construction Company.  Gunther Construction Company.	Total	ADING.	Contractor	J. D. Barter Construction Company S. J. Groves & Sons Company Howell Construction Company Struction Company J. D. Barter Construction Company D. M. Lake Construction Company LaCrosse Dredging Corporation Palumbo Excavating Company Krug Excavating Company Tri-State Engineering Company Tri-State Engineering Company Tri-State Construction Company Thronson Construction Company, Inc. Truman L. Flatt & Sons Company, Inc. Truman L. Flatt & Sons Company, G. H. Allen County Day Labor	Total—Earth Grading
Hancock.  Edgar.  DeWitt-Macon-Moultrie-Piatt Adams-Hancock-Pike-Schuyler Sangamon-Morgan-Macoupin Adams-Hancock.  Clay-Crawford-Cumberland-Edwards- Effingham-Fayette-Hamilton-Jasper- Lawrence-Marion-Richland-Shelby- Wabash.  Crawford-Lawrence.  Madison Alexander-Jackson-Johnson Pope-Saline-Williamson.  Hancock.  Finox.		GRAD	County	Union—Schuyler Schuyler St. Clair Sangamon Effingham-Clay LaSalle Cook Cook Union Lawrence—Stephenson Stephenson Stephenson Stephenson Stephenson Stephenson WcLean Piatt Mason Sangamon Wayne— Wayne— Sangamon Wayne— Sangamon	
Patch. & Bit. Resurf. 1958-2 Patch. & Bit. Resurf. 1958-1 Patch. & Bit. Resurf. 1958-2 Bit. Resurf. 1957-2 Bit. Resurf. 1958-1 Bit. Resurf. 1958-1 Bit. Patch. & Resurf. 1958-2 Bit. Patch. & Bit. Resurf. 1958-2 Bit. Patch. & Resurf. 1958-2 Bit. Patch. & Resurf. 1958-3 (28, 28 Ext., 29, 30) RS, 119-RS (114, 115, 117) RS.			Section	104A-1 87-A 28-2-8A 19X-2A 106-A 1-A 3233-229A 3132-229A 3233-229A 91-3A-1, 3HB-1, 3-B, 3B-2 51-24A 41-A 41-A 42-A 74-B 206-A 33-B 92-B 93-B 91-A	
5 5 6 6 6 7 7 7 7 8 9 9 9 9 9 9 9 8 8 105 8 8 105 105 105 105 105 105 105 105 105 105			Route	SBI 146 FA 4 FA 14 FA 14 FA 14 FA 14 FA 19 FA 160 FAI 57 FAI 90 FAI 57 FAS 61 FAS 542 FAS 543 FAS 543	

TABLE 21.—Continued.
BRIDGES.

	Number Uncom- pleted		: : : : : : : : : : : : : : : : : : :	O	
	Number Completed 1958	- 0			4-21
	Contractor	Culberson Construction Company Bennett Industries, Inc. G. H. Allen State Day Labor C. J. Moritz, Inc. State Day Labor Emil P. Hendriks Company, Inc. Culberson Construction Company, Culberson Construction Company Culberson Construction Company Culberson Construction Company American Bridge Division, U. S. Steel Cor- Standard Engineering Company	Wendnaged & Company, Inc. Keeley Brothers Contracting Company Calhoun County Contracting Corporation Philip Zweig & Sons, Inc. J. R. Stevens, Inc.	J. P. Wetherby Construction Company. State Day Labor. H. J. Eppel & Company. State Day Labor. Mautz & Oren, Inc. & C. J. Moritz, Inc. Mautz & Oren, Inc. G. E. Tillman Company, Inc. Triangle Construction Company	Mautz & Oren, Inc
DAID GES.	Type of Construction	WF-beam Fabrication Widen RC deck girders Bridge repairs Continuous RC slab, Widen RC slab Continuous steel WF-beam Bridge repairs RC deck girder RC slab & RC deck girder Steel deck plate girder Fabrication		W F-beam, RC slab, precast concrete slab.  Bridge repairs. Continuous RC slab. Bridge floor W F-beam superstructure Widen RC slab. Bridge repairs RC slab. Widen RC deck girder Steel W F-beam superstruc-	Widen RC slab, steel I-beams Precast prestressed concrete deck & RC slab. Continuous RC slabs. Widen RC deck girder. Widen RC slabs, RC slabs, RC slab superstructure. RC slab superstructure. RC slab
	County	Iroquois	Winnebago St. Clair Macoupin Winnebago	LaSalle McLean Woodford Effingham Fayette Clinton Jackson Clinton-Washington	Wayne
	Route	SB11 3-FR 3-FR SB11 (21-NRH, 21-XNRH)BY SB11 47Z-3B-1 26-2B, 26-BY, 27B-2-1 SB12 52-BC-1 52-BC-1 52-BC-1 52-BC-1 52-BC-1 53-B12 63-B-1 53-B12 63-B-1 53-B12 63-B-1 53-B12 63-B-1 53-B12 63-B-1 53-B12 53-B-1 53-B12	1000 <del>4 4 10</del> 1	SBI 7A. B-I SBI 8B 28-BR SBI 9. 4-B-I SBI 11. U-2BR. SBI 12. 24-C SBI 12. 26-BY SBI 13. 12W-1, 12-BY	SBI 15. 28-BY, 28-BR.  SBI 16. 4-BR.  SBI 16. 21-BY.  SBI 24. (2, 3)W  SBI 25. 19-BR.

						; ; ; :1	
H. H. Mass Construction Company	Wolfes-Jensen & Company, Inc. Emil P. Hendriks Company, Inc.	D ME COL		Enging & Sons Illing or Cons rison &	Harring Market M	Howell Construction Company & J. D. Barter Construction Company. Howell Construction Company. McCann & Company, Inc. Vincennes Steel Division of Industrial Enterprises, Inc. A. Olson Construction Company & Schmidt Construction Company, Inc.	E. M. Melahn Construction Company Allied Structural Steel Companies Keeley Brothers Contracting Company State Day Labor M. Hoeffken Company & Hoeffken Brothers, Inc.
Steel plate girder	Ssed cone, deck Em	girder girder	slab	RC deck girder RC slab RC slab RC slab RC slab RC slab RC slab	RC deck girder  10us RC slab RC deck girders RC deck girder RC deck girder RC deck girder RC deck girder	der Ho  Hate girder Mc  Vin  WF-beam A.  C  C  arch bridge Sta	deck.
Carroll Carroll Brown-Schuyler Brown-Schuyler Moultrie Scott-Pike Calhoun-Greene	Kankakee Cook Livingston Ford	Troquois Cook Cook Cook Cook Lake-Cook	Knox Knox Bureau Cass	Woodford Woodford Logan	Piatt-Douglas Douglas Douglas Douglas Edgar Jasper-Richland	Jackson-Union Jackson-Union Jackson-Union Schuyler	Kane St. Clair Jackson St. Clair
		SBI 49 135-BY SBI 54 545-B-5-I SBI 55 551-XB-W SBI 60 Z-R-Y SBI 60 117BE-I	BI 80 - 12 BI 92 - 13 BI 92 - 13 BI 100 - 11	BI 104	121	BI 150. BI 150. BI 150. A 4	

TABLE 21.—Continued.
BRIDGES—Continued.

Section	County		Type of Construction	Contractor	Number Completed	Number Uncom-
St. Clair	County	Popul	l don	M Hooffen Common & Hooffen Bucth	1950	bierea
Edwards-Wabash 15-2B	-Wabash -Wabash	Conti Fabri WF.h		G. H. Allen Hansell-Elcock Company & 100 Hansell-Elcock Company & 1 D	C1 —	
Wayne Kankakee Lake	CO.	Steel RC de	eam der -beams	Barter Construction Company Mautz & Oren, Inc. H. H. Mass Construction Company Eric Bolander Construction Company.	arr ,	
R-RB		RC sla		E. M. Melahn Construction Company.		T !
RC	RC	RC dec	girders	H. H. Mass Construction Company	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	61
Sangamon St. Clair Will C-1-1	mon air Iy	Bridge r Bridge r Bridge r		Sangamo Construction CompanyState Day LaborState Day Labor		
42B-11-1 Bridge repairs Surface) Kane Kane Steel WF-bear Greene-Jersey Dock circler & K-bear Greene-Jersey	Adstole	Surface Steel W	(I-11 wearing ns	Hasse Construction Company, Inc.	ପପ	
LaSalle E	S. E.	Substruc girder Erection	steel plate	H. H. Mass Construction Company		
LaSalle   Fabrication   Kendall   Kendall		Fabricati Continuc	eel deck plate	Allied Structural Steel Companies.		
8		Fabricati WF-bear Parallel s	WF-beams.	Bethlehem Steel Company Carl E. Soderquist & Sons, Inc.		1
84-2F Fabrication for plate girder		Fabricati plate gi	& WF-beam	Mississippi Valley Structural Steel Com-		
99-1AC, 1-ACB		RC slab.	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	E. H. Swenson & Son		1
99-2HBK, 69-B Will Will Steel WF-beam		Steel W	1 5 9 1 2 1 1 2 1 2 1 1 1 2 1 1 1 1 1 1 1 1	E. H. Swenson & Son		-
99-2HF, 69-F. Union Parallel Parallel Parallel Parallel Parallel Parallel		Fabricat Parallel Parallel	beamsnuous steel	Vierling Steel Works		⊣ ઉI ′
WE-Deaths	0-1 H I-0	1 W F-D(	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Howell Construction Company	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	21

200 0	) 1 1 1 1 1 1 1 1	- 6	21 21	ଦା	01	H - 1 61 6		1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			2	1		?! :	pord		, mod	,	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-
Tri-State Engineering Company.	Industrial Construction Company	Culherson Construction Commons	General Paving Company, Inc.	Merritt-Chapman & Scott, Inc.	Culberson Construction Company	Valley Builders, Inc. Ladd Construction Company Ladd Construction Company Culberson Construction Company Mississipni Valley Structural Steel Com	an Company, Inc.	G. H. Allen Belvidere Construction Company	Shappert Engineering Company Belvidere Construction Company	Belvidere Construction Company.	Belvidere Construction Company.  J. R. Stevens, Inc.  Shannort Fraincocing Comman.	orapped Fingueering Company	Princeville Stone Company & Hampton	Sweborg Construction Company	Swords & Dietz. Trompeter Construction Company	Ladd Construction Company. Vincennes Steel Division of Industrial En-	terprises, Inc. llinois Steel Bridge Company	Ugland Construction Company.	Charles O'Brien & Son Ugland Construction Company.	ntral	W. B. Clements Company & Reeves Brothers Construction Company.
Parallel RC deck girders & RC slab Dual RC deck girders	el truss &	ast pretensioned	tensioned	tous arch plate	Parallel precast pretensioned concrete I-beams Precast prestressed concrete	rirders	der RC deck girder.		slab.	eel I-beam	Continuous steel beam  Channehod door wirdor	C haunched	Continuous I-beam	RC slab. Precast prestressed conc.	: :	plate girder	Fabrication for steel trussI	l beam	RC slab Steel beam.	prestressed cone. deck prestressed cone. deck	RC slab
Union	Peoria-Tazewell	Champaign	Champaign	Tazewell	Vermilion.	Bureau Grundy Effingham.	Lawrence Lawrence Lawrence	Boone	Boone Ogle	Stephenson JoDaviess.	JoDaviess Stephenson	Lee	Stark	Mercer	Bureau Bureau	LaSalle	LaSalle	Kendall	Grundy	Will	rothon.
57		FAI 74 10-7B	FAI 74 10-7 B-1			FAI 80 6-14B-1, VB-2, VB-3. FAI 80 32-2B. FAI 70 25-3B-1. FAI 70 25-3F-1	FAI 64. 51-23B-1 FAI 64. 51-23B-2 FAI 64 51-24B-1 ACB-1	32	57	8 6 1	FAS 78, 42-B FAS 87, 76-B	621	FAS 208. 26-B.	FAS 217, 24-B FAS 230, 40-G	FAS 243, 9B-1 FAS 250, 33-1B	FAS 258. 27-F	-T, -	.X.	TAN AN	AS 294	

TABLE 21.—Continued.
BRIDGES—Concluded.

Number Uncom- pleted	
Number Completed 1958	
Contractor	Reeves Brothers Construction Company.  Reeves Brothers Construction Company.  Burnell G. Watson  Burnell G. Watson  Burnell G. Watson  West Construction Company.  Bridge & Concrete Company.  Bridge & Concrete Company.  Bridge & Construction Company.  Bridge & Construction Company.  West Construction Company.  Metzel Construction Company.  Net Construction Company.  Caldwell Engineering Company.  Caldwell Engineering Company.  Caldwell Engineering Company.  Caldwell Engineering Company.  Chiberson Construction Company.  Chiberson Construction Company.  Collism & Miller, Inc.  McCann & Construction Company.  County Day Labor.  County Day Labor.  Ben Harrison & Sons.  Ben Harrison & Sons.  Ben Harrison & Sons.  Emmery Company.  County Day Labor.  County Day Labor.  County Day Labor.  Ben Harrison & Sons.  Emmery Company.  The Standard Paving Company.  The Standard Paving Company.  The Standard Paving Company.  County Day Labor.  County Day Labor.  Ben Harrison & Sons.  Emmery Construction Company.  County Day Labor.  County Day Labor.  Ben Harrison & Sons.  Emmery Construction Company.  County Day Labor.  County Day Labor.  County Day Labor.  Ben Harrison & Sons.  Ben Harrison & Sons.  Emmery Construction Company.  County Day Labor.  County Day Labor.  County Day Labor.  County Day Labor.  Ben Harrison & Sons.  Ben Harrison & Sons.  Emmery Construction Company.  County Day Labor.  County Day Labor.  County Day Labor.  Ben Harrison & Sons.
Type of Construction	Concrete slab  RC slab Precast concrete slab decks Precast concrete slab Lbeam RC slab RC deck girders Continuous steel beam Precast prestressed cone. deck Precast prestressed cone. deck Precast prestressed cone. deck Precast prestressed cone. deck RC deck girder Fabrication Continuous RC deck girder Fabrication Continuous RC deck girder Continuous RC deck girder Routinuous RC deck girder Continuous RC deck girder RC deck girder RC deck girder Continuous RC deck girder Continuous RC deck girder Continuous RC deck girder
County	Iroquois Ford Ford Ford Ford Me Lean Mason Cass Pike Pike Pike Pike Pike Pike Cass Pike Cass Pike Chastian Sangamon Sangamon Sangamon Sangamon Sangamon Cass Pike Pike Cass Pike Cass Pike Cass Pike Cass Pike Cass Pike Christian Coles Christian Coles Edgar Engar Engar Engar
Section	24-X B 28.8-1 28.8-1 24-2G 7-B 7-B 88-B 8
Route	FAS 328. 51-N   FAS 329. 200-0 FAS 353. 288-1 FAS 353. 288-1 FAS 355. 288-1 FAS 355. NB FAS 355. NB FAS 355. NB FAS 485. 88-8 FAS 621. 1-B FAS 537. 18-1 FAS 537. 18-3 FAS 537. 18-1 FAS 537. 18-1 FAS 537. 18-1 FAS 538. 31-B FAS 538.

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	108
Madison Construction Company Fanner-Roberts Construction Company Bituminous Fuel & Oil Company G. H. Allen Davis & Endebrock Howell Construction Company Barter Construction Company Barter Construction Company Bituminous Fuel & Oil Company Bituminous Fuel & Oil Company Bituminous Fuel & Oil Company A-C Exevarating Company Bituminous Fuel & Oil Company A-C Exevarating Company Bituminous Fuel & Oil Company Construction Company Bituminous Fuel & Oil Company Construction Company Bituminous Fuel & Oil Company Howell Construction Company Vierling Steel Works E. M. Melahn Construction Company Vierling Steel Works E. M. Melahn Construction Company Vierling Steel Works Construction Company A. Cazarelli Construction Company A. Callinan & Son, Inc. R. A. Cullinan & Son, Inc. R. A. Cullinan & Son, Inc. Conicago Heights Steel Company A. Olson Construction Company A. Olson Construction Company Mantz & Construction Company Mantz & Construction Company Mantz & Ocen, Inc. & C. J. Moritz, Inc. Chicago Heights Steel Company, Inc. Goodwin-McElroy, Inc. State Day Labor.	Total—Bridges
Precast concrete slabs.  Precast prestressed cone. deck Precast concrete slab.  Continuous steel I-beam Precast concrete slab.  Continuous steel I-beam RC deck girder  Precast concrete slab.  RC slab.  Steel I-beam Continuous steel I-beam Continuous steel I-beam RC slab.  Steel I-beam Continuous RC slab Precast concrete slab.  Steel I-beam Continuous WF-beam.  Fabrication.  Precast prestressed slab.  Continuous WF-beam.  Precast prestressed slab.  Precast prestressed slab.  Precast prestressed slab.  Continuous WF-beam.  Pabridge repairs  Bridge repairs  Pabridge repairs	
Madison Bond Wayne Clay  Jefferson Perry-Washington St. Clair Nomroe Saline Massac Pulaski Alexander Kane Henry Kankakee-Iroquois Iroquois Iroquois Marshall Stark McDonough McDonough Macon Macon Macon Macon Macon Macon Macon Clinton Gallatin Pope Lasalle Cook Cook Cook Cook Cook Cook Cook Coo	
FAS 776 85-B FAS 780 28-B FAS 782 29-Q FAS 782 29-Q FAS 795 41-B FAS 796 31-B, G FAS 818 45B, G FAS 818 45B, G FAS 817 76-B-1 FAS 817 76-B-1 FAS 81 76-B-1 FAS 81 76-B-1 FAS 81 76-B-1 FAS 81 76-B-1 FAS 915 32-B FAS 915 32-B FAS 915 32-B FAS 1367 32-B FAS 1367 34-B FAS 1362 34-B FAS 1362 704-LB FAS 1362 19-B FAS 1362 19-B FAS 152 704-LB FAS 152 29-B FAS 152 704-LB FAS 152 29-B FAS 152 704-LB FAS 152 704-LB FAS 152 704-LB FAS 153 29-B-1 FAS 153 20-B-1 FAS 153 126-W-1 FAS 154 1	

TABLE 21.—Continued. GRADE SEPARATIONS.

Number Uncom- pleted	_	-	\$ 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			_		,			, t
Number Completed 1958		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						patron	Test	Ç1	51 51
Contractor	State Day Labor. C. E. Burgett Construction Company American Bridge Division, U. S. Steel Cor-	Valley Builders, Inc.	Trompeter Construction Company.		ZEZ	State Day Labor Regenhardt Construction Company Berry Construction Company	Chicago Heights Steel Company Central Engineering Company Bethlehem Steel Company	R. A. Cullinan & Son, Inc	Illinois Steel Bridge Company	M. Hoeffken Company & Hoeffken Brothers, Inc.	Calhoun County Contracting Corporation. M. Hoeffken Company & Hoeffken Brothers, Inc.
Type of Construction	RR viaduct repairs RR thru plate girder Fabrication	RR steel W F-beam RR through plate girder & W F-beam D D D D D D D D D D D D D D D D D D D		Hwy. grade separation repairs RR WF-beam	Fabrication RR steel deck girder subway.	RR WF-beam RR WF-beam RR steel WF-beam.	ru girder	Hwy. WF-beamRR WF-beam.	FabricationRR viaduet repairs	Hwy, parallel RC deck girders	girders Hwy. parallel deek girders
County	Cook Macon Macon	Macoupin Bureau	LaSalle	Cook	Fulton Macon	Will Jefferson Fayette Kane	Whiteside Whiteside	Tazewell	Tazewell	St. Clair	St. Clair
Section	K-V-J-1 48N-SB 48N-SF	(B, J)VB	34-1	70-H-I	126X-SB 126X-SF	143VB-1 110-2VB 22-2VB 8R-HF-6	20-1SB 20-1SF	12-II B 12-HVB	12-HVF.	26-1-HB, 135-BY	26-1-HB-2
Route	N.Y.S. BELL 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	SBI 4	SBI7	31	SB1 48 SB1 48	XBI 49 XBI 142 FA 2. FA 6.		1 1	FA 12	SBI 158	FA 14 26-1-IIB-2

		:		,		
MeCann & Company, Inc	ers, Inc. Bethlehem Steel Company H. H. Mass Construction Company E. M. Melahn Construction Company Eric Bolander Construction Company. Eric Bolander Construction Company. State Day Labor State Day Labor Hollembeak Construction Company.	Culberson Construction Company American Bridge Division, U. S. Steel Corporation	Sangamo Construction Company.  Chism & Miller, Inc.  Chicago Heights Trading Company.  State Day Labor.  Thomas McQueen Company  Bethlehem Steel Company.	McCann & Company, Inc. Vincennes Steel Division, Industrial Enterprises, Inc. McCann & Company, Inc.	State Day Labor. State Day Labor. Arcole Midwest Corporation. Joseph T. Ryerson & Son, Inc. Keno Construction Company, Inc. Vierling Steel Works	Wendnagel & Company, Inc. Thomas M. Madden Company Michael J. McDermott & Company Vierling Steel Works
Hwy. plate girder, RR plate girder. Fabrication. RR plate grider. Hwy. WF-beams.	Fabrication  Hwy. RC deck girder  Hwy. steel WF-beam  RR steel WF-beam  RR parallel WF-beams  Fabrication  RR grade separation repairs  Ifwy. grade separation repairs  RR plate grider  Fabrication	rder for hwy.	Hwy. W F-beam  Hwy. W F-beam  Fabrication  Hwy. grade separation repairs  RR steel thru girder subway  Fabrication  Hwy. W F-beam	RR steel thru plate girder subway.  Fabrication.	eparation repairs nuous WF-beam. F-beam. WF-beams	Fabrication RR W F-beam Fabrication RR Steel WF, beam Fabrication RR W F-beam Fabrication RR W F-beam
St. Clair St. Clair St. Clair St. Clair	St. Clair McHenry Lake Lake Lake Will Will Adams	Champaign Champaign	Sangamon Sangamon Sangamon Cook Cook Cook	Madison Madison Madison	Logan Logan Logan Kendall Kane Kane DuPage-Cook DuPage-Cook	DuPage-Cook  DuPage Cook Cook Cook Cook Cook Cook
A 14. 27-1-VHB. A 14. 27-1-VHF. A 14. 28-2-SB.	<u> </u>	A 39 14-VB	FA 49 19X-2HB FA 49 19X-2HB-1 FA 49 19X-2HF-1 FA 122 066-0505,4MFT-1 FA 122 12-8B-8 FA 122 12-8B-8		A 162   1-V F   10-HD-1   10-HD-1   10-HD-1   10-HD-1   11-M B   11-V B   11-V F   11-V F   11-V F   11-V F   100V B-1   100V B-2   100V B-2	A 6 A 1 90 A 1 9

TABLE 21.—Continued.
GRADE SEPARATIONS—Continued.

Route	Section	County	Type of Construction	Contractor	Number Completed 1958	Number Uncom- pleted
FAI 90.	3232-208VB 3232-208VF	Cook Agosk	RR W F-beam Fabrication	Paschen Contractors, Inc. Wendnagel & Company, Inc.		-
8.88	3232-209V F. 8233-211V B 3233-211V F.	Cook Cook		Herlihy Mid-Continent Company Vierling Steel Works Robert R. Anderson Company Allied Structural Steel Companies	) 1 1 1	parks Same
8 88	3838-212V F	Cook Cook	RR continuous steel WF- beam Fabrication RR WF-beam and plate	Phomas McQueen Company Chicago Heights Steel Company	1	-
EAI 90	8838-2238 F	Cook		William A. Randolph Company Wendnagel & Company, Inc.		-
1 2	3333-2248 F	Cook		Thomas M. Madden Company. Chicago Heights Steel Company.	,	
FAI 90	3333-2258 F	Cook	steel W F-beam ler.	Thomas M. Madden Company Chleago Heights Steel Company	1	_
FAI 90	3333-2268 F	Cook	R K 3-track through plate girder Fabrication	Thomas McQueen Company Mississippi Valley Structural Steel Com-	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
EMI 90 EMI 90	3333-2278B	Cook Cook	RR WF-beam Fabrication for RR WF-beam	pany Thomas M. Madden Company American Bridge Division, U. S. Steel Cor-		-
FAI 90.	X2-1HB	Winnebago	!	poration Shappert Engineering Company	1 1 3	=
1 [		Winnebago Cook	WF-beam	Shappert Engineering Company Shappert Engineering Company Superior Concerte Construction Company Allied Structured Stool Company		
	505-401 H B 0505-402 H B 0605-402 H F 0606-403 H B & 0707-404 H B 0707-405 H B	Cook Cook Cook Cook Cook	nous girder eam & plate girder mous steel	J. M. Corbect Company.  J. M. Corbect Company.  Mendnagel & Company.  Wendnagel & Company.  Arcole Midwest Corporation.  Arcole Midwest Corporation.		
FAI 94	10707-405HF	Cook		Hansell-Eleoek Company		೧೦

1 1 2 0 0	Cook	W F-beamsFabrication	Herlihy Mid-Continent Company American Bridge Division, U. S. Steel Cor-	1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
t t t t t t t t t t t t t t t t t t t	Cook	Hwy, steel deck plate girder. Fabrication	Arcole Midwest Corporation  American Bridge Division, U. S. Steel Corporation	
	Cook	Hwy. continuous steel WF-beams	Arcole Midwest Corporation	ĵ.
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Cook	Hwy. cont. I-beam, composite girder, 2-sp. girder	Michael J. McDermott & Company	
;	Cook	Fabrication Hwy continuous stool	, m	
ı		WF-beams	Arcole Midwest Corporation	c
ŧ	Cook	Fabrication Hwy WF-beam	Wendnagel & Company, Inc.	21
	Cook	Fabrication	Allied Structural Steel Companies	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Cook	RR steel deck girder	Michael J. MeDermott & Company.	
:	Cook	Fabrication	Bethlehem Steel Company	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1	Cook	E. Wy. w F-Deam	W. E. U'Nell Construction Company.	
	Cook	Hwy continuous stool	Joseph I. Ryelson & Sou, Inc.	1 t t t t t t t t t t t t t t t t t t t
,	- , ANN A	W.F-beams	Thomas McQueen Company	
;	Cook	Fabrication	Vierling Steel Works.	1 1 2 1 1
,	Cook	HWV. cout. steel girders & RR cont. steel girder sub-		
		Sect St. de.	Michael J. McDermott & Company	
;	Cook	Fabrication	Bethlehem Steel Company	
	Cook	Fabrication	Allied Structural Steel Companies	21
1 1 1 1	Cook	Ilwy, WP-beams	J. M. Corbett Company	
,	Cook	Fabrication	Wendnagel & Company, Inc.	23
	DuPage	Hwy, parallel precast pre- stressed cone 1-beams	Heelihy Mid-Continent Communic	Ç1
	Grundy	_ 300m/		
		W F-beam	Powers-Thompson Construction Company	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1	Grundy	W.Fbeam	Powers-Thompson Construction Company	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1	Will	Hwy. precast prestressed	7 A A A A A A A A A A A A A A A A A A A	-
	Will .	ilwy, precast prestressed		· · · · · · · · · · · · · · · · · · ·
	Will	Hwy procest prestrossed	E. H. Swenson & Son	-
i 6 8 1	1111	conc. I-beam	E. H. Swenson & Son	
1	Will	Hwy, precast prestressed cone, I-beam	Powers-Thompson Construction Company	
1 1 1	Will	Hwy. WF-beam	E. H. Swenson & Son	
1	Will	Fabrication	Vierling Steel Works	,
	Kankakee	Hwy, continuous steel		

TABLE 21.—Continued.
GRADE SEPARATIONS—Concluded.

Number Uncom- pleted	51 — — — 51 — 51 51 — — 51 51 51 51 51 51 51 51 51 51 51 51 51
Number Oompleted 1958	- or w w w
Contractor	R. B. Potashnick S. J. Groves & Sons Company Tri-State Engineering Company McCann & Company, Inc. & Calhoum County Contracting Corporation McDougal-Hartmann Company Rock Island Bridge & Iron Works, Inc. Howell Asphalt Company Howell Asphalt Company Culberson Construction Company McDougal-Hartmann Company McDougal-Hartmann Company Mississippi Valley Structural Steel Company Wendungel & Company, Inc. Jansen & Schaefer
Type of Construction	Hwy. RC box culverts Hwy. continuous W F-beam Hwy. continuous steel W F-beam Hwy. deck plate girder Hwy. parallel RC deek girders Hwy. precast prestressed conc. 1-beams Hwy. precast prestressed conc. 1-beam RR parallel precast prestressed conc. 1-beam Hwy. parallel steel WF-beams Fabrication Hwy. wf-beam Hwy. wf-beam RR parallel steel WF-beams Fabrication
County	Thion Union Union Union Union Union Williamson Peoria Peoria Champaign Champaign Champaign Champaign Champaign Champaign Peoria Prazewell Pazewell
Section	91-218 1- 91-211 B 91-3-1, 3A-2, 3HB-2, 106-R 91-3-1, 3A-2, 3HB-2, 106-R 91-3HB-1, 3HB-1, 3-B, 3B-2. 91-3HB-2, 4TB-3 X1-7HB-2 10-7HB, 7HB-2 10-7HB, 7HB-2 10, 92-8HB-1 10, 92-8HB-1 10, 92-8HB-1 10, 92-8HB-1 10, 92-1HF-2 90-11-HF-1 90-11-HF-1 90-11-HF-1 90-11-HF-1 90-13-HV-B-1
Route	FAI 57 FAI 74 FA

52 1 2 2 1 1 8 1 1 2 2 3 3 4 1 1 2 3 3 4 1 1 2 3 3 4 1 1 2 1 1 2 1 2 1 1 1 1 1 1 1 1 1 1 1	Highway Grade Separations Highway Grade Separation Repairs Railroad Grade Separations Railroad Grade Separation Repairs Railroad Grade Separation Widening	Total- Total- Total- Total- Total-		
	H. H. Mass Construction Company Mitchell Contracting Company State Day Labor States Improvement Company	RR continuous steel beam RR grade separation repairs RR grade separation repairs	Franklin Cook Cook	FAS 876.   1-V, 1-V B SA 46.   1111.1-T SA 180-A.   180A-0101.1-15d-1.
	Keno Construction Company, Inc.	estressed cone.  igh plate girder	Champaign	FAS 4 56R-VB FAS 520 277-8B
? ? ?	Culberson Construction Company	Hwy. parallel continuous RC	Lawrence	51-24HB-1
	Stupp Brothers Bridge & Iron Company.	Eabrication Hwy, parallel continuous RC	St. Clair Lawrence	FAI 70   82-5-V F FAI 64   51-23HB-5
	Fruin-Colnon Contracting Co. & H. H.	RR steel WF-beam & deck plate girder	St. Clair	FAI 70 82-5-VB
	Chicago Heights Steel Company Mississippi Valley Structural Steel Com-	Fabrication Fabrication	Madison	70 60-9-HF.
?1 → ≈	Hoeffken Brothers, Inc.	Hwy, parallel RC slabs Hwy, RC deek girder Hwy, WF-beam & RC deek	Madison Madison	7060-8HB1 7060-8HB-1 7060-9, 9HB, 9HB-1, 9-VB
	Chicago Heights Steel Company	W F-beams Pabrication for parallel cantilever plate oirder	Ma lison	70   60-7-11 P-2
- 71	Culberson Construction Company Bedford Foundry & Machine Company Culberson Construction Company Bennett Industries, Inc.	Hwy. W F-beam Fabrication RR W F-beams Fabrication Fabrication for parallel	Effingham Effingham Effingham Effingham Madison	SB1129 25-3HB-2, 107-2 A1 70 25-3HF-2 A1 70 25-3HVB-1 A1 70 60-7-HF
- :	The Standard Paving Company J. C. O'Connor & Sons, Inc.	Hwy, continuous RC deck girder	Grundy.	
	Orr Construction Company	RC I-beam	Grundy	1272 32-2HBK & 40AI 80AI 80A
x ;	Joliet Bridge & Construction Company J. C. O'Connor & Sons, Inc.	Eirders	Grundy	FAI 80 32-211B-1
71	Howell Asphalt CompanyLadd Construction Company	RR WF-beams Hwy, continuous RC deck	Bureau	FAI 80 6-14B-1, VB-2, VB-3 FAI 80 32-2HB.
: :	Howell Asphalt Company	Hwy. preeast prestressed cone. I-beam.	Vermilion	74. 92-9HB-1.
		Hwy, precast prestressed	V ermilion	W. W. W. S. C.

TABLE 21.—Continued. BRIDGE PAINTING.

Number Uncom- pleted	- 12	<b>S</b>		Per Cent Uncom- pleted	001
Number Completed 1958	-011- 5. [2 <u>-2</u>	69		Per Cent Completed 1958	000 100 1000
Contractor	United Painting Contractors Universal Structural Painting Corporation  D & W Chonowski J. W. Ossola Company, Inc. J. W. Ossola Company, Inc. J. W. Ossola Company, Inc. J. W. Huddleston  Paul H. Huddleston  Roseland Painting & Decorating Company, Inc.  Roseland Painting & Decorating Company, Inc.  Roseland Painting & Decorating Company, Inc.  Roseland Painting & Decorating Company  Universal Structural Painting Corporation	Total		Contractor	State Day Labor State Day Labor Mitchell Contracting Company State Day Labor State Day Labor State Day Labor Ogle Construction Company
			MISCELLANEOUS.	Type of Construction	Gravel shoulders. Intercepter drain Shoulder widening. Culvert extension. Channel change. Channel excavation & shoulder widening.
County	Peoria-Tazewell Lake-DuPage-Will_ Lasala-Whiteside-Rock Island Marshall-MeLean-Iroquois LaSalle-Livingston-MeLean Fulton-Knov-Peoria-Tazewell_ Piatt-Shelby-Douglas-Champaign-Vermilion Logan-Sangamon-Menard-Mason-Cass-Schuyler Maeoupin-Greene-Madison-St. Clair- Saline-Pope-Alexander Cook.  Cook-Will_			County	Piatt. Vermilion. Jackson-Perry Union Pulaski
Section	Painting 1958-1  Painting 1956-1  Painting 1956-1  Painting 1958-1  Bridge Painting 1958-1  Painting 1958-1  Painting 1958-1  Painting 1958-1  Painting 1958-1  Capressway Painting Capacidate of the painting 1958-1  Painting 1958-1  Painting 1958-1  Capacidate of the painting Capacidate of the painting 1958-1  Painting 1958-1  Capacidate of the painting Capacidate of the painting 1958-1  Capacidate of the painting Capacidate of the painting 1958-1  Capacidate of the painting Capacidate of the painting 1958-1			Section	7N)1- 3B-21 3Y, 3Y-1 -1 -1
Route or District	EAI 74. Dist. 1. Dist. 2. Dist. 3. Dist. 3. Dist. 6. Dist. 6. Dist. 8. 9. Dist. 10.		-	Route or District	(6 & 7N) S BI 2 (1, 4) Y, 3 S BI 2 (1, 4) Y, 3

100	000	00011	3	C4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100	100	00	008	100		100
100	100	98 100 100 100	00000	100	100	100	25.5	100 100 70 60 70 70 70 70 70 70 70 70 70 70 70 70 70	001	100	09
State Day Labor. State Day Labor. State Day Labor. State Day Labor.	State Day Labor. State Day Labor. Mautz & Oren, Inc. C. J. Moritz, Inc. The Earl Walker Company, Inc. &	Marion County Construction Co. Berry Construction Company State Day Labor State Day Labor	State Day Labor State Day Labor Sangamo Construction Company State Day Labor	State Day Labor Ugland Construction Company Contracting & Material Company L. & S. Construction	G. A. Rafel & Company, Inc G. A. Rafel & Company, Inc Eric Bolander Construction Com-	Cassidy Construction Company  L & S Construction Company  Harvey Wreeking Company Rockford Black Top Construction	Company State Day Labor	State Day Labor	State Day Labor State Day Labor State Day Labor State Day Labor	Aldridge Electric State Day Labor State Day Labor	Cunningham Electric Company Bonear Construction Company Louis Scully & Sons
Bridge approaches  CM pipe culvert  Bridge rail reconstruction  Storm sewer & drainage  structures.	A-3 on detour road  Reseal shoulders  Culvert extensions  Box culvert  Intersection reconstruction	Shoulder widening Bridge rail repair	ry bridge C box enlvert ders.	onstruction		gnals	se road proach to New Boston	Ferry Culvert repairs RC box culvert extensions Storm sewers Drainage facilities & pave-	epairs repairs I of building	Traffie signals Box culvert repairs. Slide repairs	Highway lighting Storm sewers.
Winnebago Will Will DuPage	LaSalle Peoria-Fulton Fayette-Effingham Lawrence Washington	Christian Livingston	Will LaSalle Menard Lake	Edgar Will Cook Cook	Cook Cook Lake	Cook Cook Cook Winnebago	Rock Island Mercer	Logan Edgar Sangamon Saline	Franklin Alexander Logan	Winnebago Clark Bond	Jackson Cook Cook
BI 2 BI 4 MY1-RS-T BI 4 BI 5 4P-I BI 5	SBI 7 Detour Rd., IC RR Bridge on 5th St., LaSalle SBI 11 (22, 21)1. SBI 12 2-B-2. SBI 15. 6-1-I.	SBI 16 (15, 16X, 16)1 SBI 17 16-1 SBI 22 13B-1 SBI 22 (13RS4, 12R-1, 12RS-2X	23. [-B-T] 24. [C-B] 42. (E, M & D)RS-I	SBI 49 115-I. SBI 49 142-BR. SBI 54 541-T-1. SBI 54 541-T-27-S	55	SBI 60 B-119-T SBI 60 (B-119-X-Y, B-119-Y)TS SBI 60 120-W SBI 70 105RI-I	SBI 80 112-4G SBI 83 122-1	SBI 121 117B-1 SBI 121 147-BY SBI 126 109-T SBI 143 105-1	BI 149 BI 150	6 2Y-TS 12 A-XB-I 12 Q-1-I	13   12-HL 3128-Z-T , 121   3239B-X-Z-T

TABLE 21.—Continued.
MISCELLANEOUS—Continued.

Per Cent Uncom- pleted	2 t 1 1 1 1 1 1 1	† † † † † † † † † † † † † † † † † † †	100	100		100	TOTAL	100	66	) LC	0	45	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		868	1 2 4 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100	ಸ್	100
Per Cent Completed 1958	100	100		08	001	001	100	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	- ×	2 20	38	25	100	Co.		100	100	06	95	
Contractor	Edwards Construction Company .	Abbott Contractors, Inc.	Jack Finley Company & Calhoun County Contracting Corneration	J. M. Corbett Company Clifford E. Himmelrich B & F Hi-Line Construction Cor-	poration State Day Labor	State Day Labor	Kenny Construction Company Rosetti Contracting Company, Inc.	J. M. Corbett Company	Municipal Paving Company.  I. A. Albergo Construction Com-	pany L. A. Albergo Construction Com-	Santueei Construction Company	Robert R. Anderson Company	Atlas Wrecking Company	Faschen Contractors, Inc. L. A. Albergo Construction Com-	Robert R. Anderson Company Wendnagel & Company, Inc.		Atlas Wrecking Company	Rosetti Contracting Company, Inc.	October D. Harding Company Downer-Thomnson Company	Company
Type of Construction	Traffic signals.	Box culverts	ripe curver or structural steel plate lining.	PCC median Removal of buildings Highway lighting	Gravel base along US 51	Paved ditch. Storm sewers & drainage	structures	Reconstruction for frontage	Shoulder reconstructionTemporary RR relocation	Temporary RR relocation	Sewer siphon & water main.	retaining wall	Removal of buildings	Main drain Permanent RR relocation	Pedestrian overpass	Sewer & water main reconstruction	Removal of buildings	Water mains, etc.	Removal of buildings	Gravel shoulders
County	White-Gallatin-Fayette-Effingham, Traffie	Cook	Monroe.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 r		,	Cook	Cook	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		C00k	Cook		(000k	Cook		3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Grundy
Section	100-TS, 102-TS		414-I	2025-1 1-1) M-1	[4]	521-1	100-7-1	2527-108.1	2530-SR-1 3030-233.2	3033-233.2	8132-21771	3132-221.1 KW	3132-222.1KW	3133-218T	3232-210P B	3232-2287	3333-149-W	0000-204(1)	48 W	FAI 55 32-1-1
Route or District	FA 113, SBI 128	FA 121, SA 67	FA 132	FA 133 FA 178	FA 188	FA 190 FAI 90	FAI 90	FAI 90	FAI 90.		FAI 90	1	90	FAI 90	96	FAI 90	FAI 90	F AL 30	FAI 94.	FAI 55 FAI 55

100 100 100 100 100 100 98	12	100	1 1 100	100		100	0 0	1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
100	100 85	42 25 25 70 100	100	1000	100 100 100 100 100	100	100 95 100 40	300
Starr Engineering Company. Triangle Construction Company. Atlas Wrecking Company. Atlas Wrecking Company. Atlas Wrecking Company. Atlas Wrecking Company. Speedway Wrecking Company. State Wrecking Company. State Wrecking Company. L. C. Schaefer Electric, Inc	Roy Frietsch	Roy Frietsch	C. S. Ehinger  Hayden Lumber & Wreeking Company  Pany Wood Electrical Construction Inc.	Calumet Coal Company	State Day Labor	Fred Phillips		State Day Labor Midwest Fence Corporation
A-3 on frontage roads.  Traffic signals.  Removal of buildings.	Removal of buildings	Removal of buildings————————————————————————————————————	Removal of buildings Removal of buildings Highway lighting		Storm sewers	Landscaping	Drainage & grade reconstruction  Traffic signals  Traffic signals  Pruning & removal of trees.	Reconstruct guardience
Will Kankakee Cook Cook Cook Cook Cook Cook Cook C	Peoria-Tazewell	Peoria-Tazewell-Woodford Vermilion St. Clair	St. Clair St. Clair	Cook Cook Whiteside DeWitt Moultrie	Vermilion Cook Vermilion Cook	Jackson Randolph	St. Clair  Du Page McHenry-Lake-Kane-Du Page  Lake	Lake-Cook
FAI 55.   99-2AC-3. FAI 57.   46-3-TS FAI 57.   2020RW-01W FAI 57.   2021RW-03W FAI 57.   2021RW-04W FAI 57.   2121RW-06W FAI 57.   2122RW-06W FAI 57.   2222RW-07W FAI 57.   2222RW-07W	SBI 116 72-8DM-1, 102DM-1 FAI 74 72-8DM-2	SBI 116 72-8DM-3, 90-14DM-1, 106- DM-1	FAI 70 (82-1, 82-2) D M-6 FAI 70 (82-1, 82-2) D M-7 FAI 90 0909-703I.	1 90 1 90 1 90 1 90 2 204 8 483 1-A	SA 9, 4-A 1 (C-1) SA 9 (48MFT) I SA 13 (7-15d-1) SA 29 (V-15d-1)	Bill 275, 1-LS Senate Bill 275, 1-LS	11 275. 100-1 11 Traffi 11 Tree I 11 Inov	Dist. 1. Road Guard 1958-1

TABLE 21.—Continued.
MISCELLANEOUS—Continued.

Per Cent Uncom- pleted				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0		) 1 2 1 1 1 1 1 1		02		CQ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Per Cent Completed 1958	000000000000000000000000000000000000000	000000000000000000000000000000000000000	100	100	100	100	100		30 100 100 100 100	100	100
Contractor	State Day Labor Charles E. Giertz & Son Shoreland Nursery Walter P. Hoffelder	Edward Lusk & Company, Inc. Shoreland Nursery. Shur-Deth Exterminators Shur-Deth Exterminators.	State Day Labor State Day Labo	State Day Labor Cartage Company J & K Wrecking & Lumber Com-	pany George E. Hoffman & Sons, Inc	The Davey Tree Expert Company.	State Day Labor		State Day Labor. State Day Labor. State Day Labor. State Day Labor.		
Type of Construction	Cutting expansion joints Service drive Mowing Mowing	Mowing Roadside spraying Roadside spraying Roadside spraying	Weigh station repairs PCC patching	Undersealing Hauling einders Removal of buildings.	Driveway resurfacing	Roadside spraying	Reconstruct guardrails	Headquarters ground im-	provement A-3 shoulders & seal coat Undersealing Replace guardrails	Reshape shoulders, clean ditches & drainage structures.	Roadside spraying Guardrails
County	1	Lake Lake-McHenry Boone-DeKalb-Kane-Kendall Will-DuPage	Lake Will Iroquois Iroquois-Kankakee-Ford	Livingston-McLean Various Peoria-Fazewell-Bureau-Marshall.	Peoria Henry-Bureau-Putnan-Marshall-	Stark-Knox-Peoria-Fulton- McDonough	Fulton-Haneock-Knov-Mercer- Warren-McDonough-Peoria- Tazewell	Edgar.	1 1	Coles-Cumberland	Champaign-Edgar-Coles-Clark- Douglas-Cumberland-Moultrie- Macon-Shelby-Vermilion Various
Section	Expansion Toints 1958-1 Building Site 1958-1. Mowing 1958-1.R Mowing 1958-2.	praying 1958-1 praying 1958-2 praying 1958-3 ation Repairs		Cinder Harding 1958-1 Building Demolition 1957-1	Headquarters (1957)	Guardrail Reconstruction	Ruilding Site Improvements	1958-1	Z		Dist. 5   Weed Control Spraying 1958-1 Dist. 6   Road Guard 1958-1
Route or District	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	of Street Sames Street Street Street	Dist. 3	* :	Dist. 4 Dist. 4	Dist. 4		1	Dist. 5 Dist. 5 Dist. 5	, vo	Dist. 5

	25			100		\$ t 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 1 c d d d d d d d d d d d d d d d d d d	# # # # # # # # # # # # # # # # # # #		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		,	
100	100 100 50	100	100	100	100	100	100	100	100 100 100	100	99	100	5 5 5 5 5 5 5 5 6 5 6 7 6 7 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7
Hollembeak Construction Com-	State Day Labor State Day Labor State Day Labor	The Davey Tree Expert Company.	Chemi-Trol Chemical Company Chemi-Trol Chemical Company	State Day Labor————————————————————————————————————	The Davey Tree Expert Company.	The Davey Tree Expert Company.	State Day Labor	State Day Labor	State Day Labor Hoeffken Brothers, Inc.	High & Company	State Day Labor	State Day Labor	State Day Labor
PCC patching.	PCC patching. Undersealing. Undersealing.		Roadside sprayingRoadside spraying	Shed repairs	Roadside spraying	Roadside spraying	Undersealing	Undersealing	Intermittent gr. or cr. stn. shoulders. PCC patching.	Roadside spraying	Metal plate guardrails	PCC patching	Undersealing. Sewer maintenance Sewer maintenance Traffic signals.
Adams-Hancock-Pike	Cass-Mason-Morgan-Pike-Sangamon Logan-Pike-Sangamon Schuyler Logan-Mason-Morgan Canagamon		Sangamon-Scott-Pike. Christian-Macon-Macoupin- Montgomery-Morgan-Sangamon.	Sangamon Sangamon Various	Edwards-Gallatin-Hamilton- Lawrence-Richland-Wabash- Wayne-White		St. Clair-Madison	Madison	Macoupin-Montgomery Madison-St. Clair.	Bond-Madison-Jersey-Greene- Macoupin-St. Clair-Clinton Bond-Clinton-Greene-Mocoupin-	Madison-Montgomery-St. Clair	Alexander-Union-Johnson- Williamson-Saline-Franklin	Alexander-Hardin-Gallatin Cook Cook Cook Cook Cook Cook Cook Coo
Dist. 6 Patching 1958-1	Dist. 6. Bit. Undersealing 1958-2.  Dist. 6. Bit. Undersealing 1958-1.  Dist. 6. Bit. Undersealing 1958-2.	6 Weed Control Spraying 1958-2	6 Weed Control Spraying 1958-3	6 Wood Storage Shed Repairs 1958-1 6 Traffic Control Signals 1958-1 7 Bit. Undersealing 1958-1			1 1	8 Gravel or Crushed-stone	Shoulders 1958-1	Dist. 8 Guardrails 1958.1	9 Patching 1957-2.	ing 1958-1	1958-1 1958-1 10 E.S.M. 1958-1 10 E.S.M. 1958-2 10 E.S.M. 1958-3 10 Traffic Signals 1956-1 10 Traffic Signals 1957-1 10 Traffic Signals 1957-4 10 Traffic Signals 1957-4 10 Traffic Signals 1957-6 10 Traffic Signals 1957-7

TABLE 21.—Concluded.

MISCELLANEOUS—Concluded.

Per Cent Uncom- pleted	157	100		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Per Cent Completed 1958	100 100 100 100 100 100 100 100 100 100	001	0 8 2 2 2 2 2 3 9 9 9 9 9 9 9 9 9 9 9 9 9 9	100
Contractor	Wood Electrical Construction, Inc. L & S Construction Company.	Wood Electrical Construction, Inc. Midwest Fence Corporation. Midwest Fence Corporation. Midwest Fence Corporation.	State Day Labor— Federal Sign & Signal Corporation— Thomas M. Madden Company— Thomas M. Madden Company— Collin D. Gray— Walter P. Hoffelder— Walter P. Hoffelder— Walter P. Hoffelder— Walter P. Hoffelder— Shoreland Nursery— Edward Lusk & Company, Inc.— Shur-Deth Exterminators— Shur-Deth Exterminators— Shur-Deth Exterminators— Shur-Deth Exterminators— Shur-Deth Exterminators— State Day Labor—  State Day Labor—  State Day Labor—	State Day Labor
Type of Construction	Traffic signals Traffic signals Traffic signals Traffic signals Traffic signals Traffic signals	Traffic signals.  Pedestrian barrier repair.  Pedestrian barrier repair.  Fence, road guard, pedestrian barrier.  Maintenance of shrub beds	Reconstruct handrails.  Traffic signs. Grading shoulders & ditches. Grading shoulders & ditches. Grading shoulders & ditches. Mowing. Mowing. Mowing. Mowing. Mowing. Mowing. Roadside spraying. Roadside spraying. Roadside spraying. Roadside spraying. Roadside spraying. Ground improvements. Ground improvements. Ground improvements. Repair & reconstruction of catwalks.	Storage building
County	Cook Cook Cook Cook Cook	Cook Cook Cook Cook	Cook Cook Cook Cook Cook Cook Cook Cook	Morgan
Section	Traffic Signals 1957-9  Traffic Signals 1958-1  Traffic Signals 1958-2  Traffic Signals 1958-3  Traffic Signals 1958-4  Traffic Signals 1958-6	)	Reconstruction of Bridge Ralls 1957-1  Expressway Traffic Signs 1958-1  Shouldering & Ditching 1957-2  Shouldering & Ditching 1958-3  Mowing Maintenance 1958-3  Mowing Maintenance 1958-3  Mowing Maintenance 1958-4  Mowing Maintenance 1958-5  Mowing Maintenance 1958-7  Mowing Maintenance 1958-7  Weed Control Spraying 1958-7  Weed Contr	
Route or District	10-10-10-10-10-10-10-10-10-10-10-10-10-1	1 1 1 1 1	Dist. 10	

## VI. MATERIALS

1. GENERAL.—The function of the Bureau of Materials is to inspect and test all materials used in highway construction and maintenance; conduct surveys and studies of materials and material sources; develop new methods of sampling and testing; design and construct new testing equipment; prepare specifications for materials, tools, and supplies used for general highway maintenance purposes and in the production of concrete and bituminous mixtures; check and supervise the design, proportioning, and control of concrete, bituminous, and soil-cement mixtures; conduct investigational studies of the effect of materials, weather, and soils on highway structures; and perform the photographic, photostatic, and various other services for the Division.

The work of this Bureau is divided into four sections, namely: the physical tests section, the chemical tests section, the mixture control and soil section, and the Chicago Branch Laboratory. The branch laboratory is responsible for chemical and physical tests of materials originating in the Chicago area and for bituminous mixtures control and soil testing in District 10.

The Bureau maintains resident chemists at refineries and obtains cement samples from commercial samplers, but aside from this, plant inspection of materials is a direct function of the district offices. However, field engineers operating out of the central Bureau maintain uniformity in inspection practices. These general inspectors also contact the various projects to check the equipment and quality of the work and to maintain uniformity of the proportioning practices.

- 2. SAMPLES AND TESTS.—Table 22 shows the number of samples tested in the laboratories of the Bureau of Materials during 1958. The samples representing the large variety of maintenance tools and supplies inspected and tested by this Bureau are not shown in this table.
- 3. INSPECTION.—Experience has shown that the inspection of materials at their source provides better control of quality, expedites the work, and prevents delays incident to rejections on the projects. Therefore, if the volume of the work, the nature of the materials, and other conditions warrant, inspection is performed at the source of supply; otherwise, it is made at destination or in the laboratories.

When materials originate in another state, arrangements are sometimes made with the state highway department in that state or with a recognized commercial testing laboratory to submit samples to this Bureau. The states in the Mississippi Valley by reciprocal agreement perform this service for one another at cost.

Table 23 shows the quantities of materials accepted by inspection during 1958. In many instances the quantities shown in this table represent a considerable increase over the quantities accepted during 1957. Table 24 shows the quantities of maintenance tools and supplies accepted by inspection during 1958.

TABLE 22.—SAMPLES TESTED IN THE LABORATORIES DURING 1958.

		Number of S	amples Te	ested	
Materials	Preliminary	Acceptance	Check	Quality	Total
AggregateBituminous materials:				739	739
1 - 14 1 :0 1	10	13	3	52	-
asphalt, liquid (MC-RC-WP)		211	113	141	73 473
asphalt, liquid (SC)	$\frac{\circ}{2}$	221	6	181	410
asphalt, paving and filler	6	148	2, 378	221	2,75
joints and planks	9	36	2,010	76	2, 70,
mixtures (composition)				2, 827	2, 82
mixtures (density)				2, 336	2, 33
road oil	1	92	13	251	35
tar	$\frac{1}{32}$	4	2	67	10.
Calcium chloride	7	44	~	0.	5
Catch basin blocks		4.2		27	2
Cement	3, 704	6, 871		112	10, 68
Concrete cylinders	0, 101	0,011		8, 331	8, 33
Creosote oil		2	2	141	14
Electrical material		224	_		22
Fuel oil	31				3
Galvanized material			5	148	15
Glass beads	4	52			5
Lubricants				9	
Mineral filler				12	1.
Paint and paint materials	50	394	7	825	1, 27
Reflector material	13	89			10
Rock, ledge				68	6
Rock salt	153	394		68	61
Seeds		457			45
Soil				1, 744	1, 74
Steel bars, reinforcement				2,074	2, 07
Steel strands, pretensioning				289	28
Steel, structural				142	14
Steel, wire fabric	28			7	3
Water				11	1
Miscellaneous (chemical)	35	149	10	225	41
Miscellaneous (physical)				287	28
Totals	4,093	9, 401	2, 539	21, 411	37, 44

4. SEEDS.—The inspection of all seeds used for highway planting is carried on through this Bureau. However, the tests for purity and germination are made by the Division of Plant Industry, Illinois Department of Agriculture, which extends the services of its fully equipped seed laboratory to the Division of Highways.

A total of 457 samples, representing 309,471 pounds of seeds was tested during the year. Through this inspection the Division of Highways insures use of pure, viable seed for highway planting. The use of pure seeds and the destruction, by the maintenance forces, of the weeds along the highways serve to prevent propagation of weeds and other undesirable plant life.

5. SOILS.—The advent of the Federal-aid interstate program has resulted in increased activities in all of the highway soils laboratories. These are due to both the additional construction and the increase in stability problems arising from the deeper cuts and higher fills that are necessary to meet interstate design standards. During the past year, 1,318 soil samples were received in the Springfield laboratory.

# TABLE 23.—QUANTITIES OF MATERIALS ACCEPTED BY INSPECTION DURING 1958.

Materials	Quantitie Accepted
ggregates:	
filler, mineral, tons	38,5
gravel, tons	3,136,9
sand, tons	1,310,8 $5,749,8$
stone, tons	1,9
ntifreeze:	1,0
alcohol type, gals	8
permanent type, gals	11.8
ntistripping agent, lbs	$\frac{9}{1,498,58}$
eads, glass, lbs	1,400,00
deck, precast, prestressed, number	5
I-beam girders, precast, prestressed, number	4
slab, precast, number	2
ituminous materials and mixtures: asphalt, emulsified, gals.	1,116,1
asphalt, filler for cracks and joints, lbs.	8,086,7
asphalt, filler for undersealing, lbs	26,296,5
asphalt, liquid for zone marking, gals	28,0
asphalt, liquid, medium-curing, gals	21,864,6
asphalt, liquid, rapid-curing, gals	2,240,7 $11,658,8$
asphalt, liquid, slow-curing, gals	11,038,8 $13,523,6$
asphalt, plank, lin. ft	41,9
asphalt, rock, tons	1
asphalt, waterproofing, gals	21.3
bituminous mixtures for maintenance use, tons	$\frac{42,1}{10,2}$
ereosote, primer, gals	2
fabric, saturated cotton, sq. yds	75,0
joint filler, bituminous premoulded, lin. ft	5,3
joint filler, bituminous premoulded, pieces	10,4
joint filler, bituminous fibre, lin. ft	15,2 $11,8$
joint filler, bituminous fibre, pieces	11,0
joint filler, preformed sponge rubber, lin. ft	3, 3
joint sealing compound, cold applied, lbs	32,3
joint sealing compound, hot poured, lbs	4,7
joint sealing compound, pipe, gals	$\frac{1.1}{200.1}$
oil, fuel, gals	17,712,6
tar, gals.	747,4
tar, for zone marking, gals	111, 3
tar, pitch, waterproofing, gals	5.0 55,0
cush killer, gals	2,9
deium chloride, tons	1,8
stings:	
iron street, lbs	4,152,4
steel, lbs.	$126,7 \\ 1,3$
etch basins, concrete, complete, number	1,0
type I, standard, bbls	2,531,1
type IA, air-entraining, bbls	771,5
type I, white, bbls	1,0
type II, moderate heat of hydration, bbls	5,6 $5,1$
type III, high-early-strength, bbls.  ompound, curing, gals.	93.7
oncrete masonry units, number	136,1
onduit:	,
cement asbestos, lin. ft	13,6
fibre, lin. ft	15,8
galvanized iron, lin. ft	$\begin{array}{c} 2.7 \\ 62.7 \end{array}$
opper seal, lbs	7,2
ence:	.,2
galvanized chain link fabric, lin. ft	23,8
snow, lin. ft	178.5
lets, concrete, number	57.0
y	1,0
ead:	1,2
plates, lbs	
plates, lbs	
plates, lbs	10,1
plates, lbs	10,1
plates, lbs	10,1

### TABLE 23.—Continued.

Materials	Quantities Accepted
Markers, drainage, project, r.o.w., section, number	10,763
Name plates, number	67
Oil, creosote, gals	250,000
enamel, orange equipment, gals	1,384
enamel, sign, gals	4,280
paint, aluminum, gals	19,166 $3,556$
paint, green, gals	45
paint, red lead, gals	20,428
paint, traffic marking, white, gals	255,425 $64,220$
paint, white lead titanium, gals	7,755
primer, orange, gals.	412
primer, zinc chromate, galsred iron oxide, lbs	$\frac{2,487}{28,230}$
thinner, gals.	1,430
liling:	
metal shell, lin. ft	216,097
shoes, lb.	23.059 $2,359$
steel, lbs	145,314
steel sheet, lin. ft	630
wood, treated, lin. ft	$254,736 \\ 81,743$
Pipe:	01,110
copper, water, lin. ft	1,659
culvert, corrugated metal, lin. ft	$439,955 \\ 28,559$
culvert, corrugated metal, bituminous coated, lin. ft	27,95
culvert, corrugated metal arch, bituminous coated, lin. ft	2,72
culvert, corrugated metal plate, lin. ft	$\frac{62}{3,04}$
culvert, plain concrete, lin. ft	21.33
culvert, reinforced concrete, lin. ft	394,00
culvert, reinforced concrete, extra-strength, lin. ft	
iron, cast, lbs	
iron, wrought, lbs	11,40
prestressed concrete, lin. ftsewer, plain concrete, lin. ft	2,400
sewer, reinforced concrete, lin. ft.	169,78' $95,96$
sewer, clay, standard, lin. ft	13,71
sewer, clay, standard, perforated, lin. ft	$\frac{57}{2,99}$
sewer, clay, extra-strength, lin. ftsewer, clay, extra-strength, perforated, lin. ft	
steel, lbs	176,13
Posts: bridge rail, lbs	20
fence, steel, lbs.	
guard, wood, treated, number	
guard, wood, penta-treated, number	3,23
guardfence, wood, penta-treated, f.b.m. guardrail, wood, treated, f.b.m.	$210,56 \\ 10,22$
guardrail, wood, penta-treated, f.b.m	23, 15
guide, steel, lbs	
guide, wood, treated, numberguide, wood, penta-treated, number	
line, galvanized, lbs	19,37
pipe, galvanized, lbs	
sign, steel, lbs	74,02 695,95
snow fence, steel, lbs.	
steel, lbs	
steel, galvanized, lbs	1,82
buttons, number	12,00
materials, sq. ft	203,33
Salt, rock, tons	36.56 $309,47$
Sheeting, white polyethylene, sq. ft	19,20
Signs, reflectorized crossbucks, number	
Silicone, concentrated water soluble, lbs	55 2, 75
bars, reinforcement, lbs	47,529,90
blades, grader, lbs	65,56
1 7 7 7 11.	30, 97
blades, snow plow, lbsbolts and expansion hooks, pieces	

TABLE 23.—Concluded.

Materials	Quantities Accepted
bridge hardware, lbs	42,84:
bridge plank, lbs	
cable, road guard, lbs	
center joints and accessories, lbs	
dowel bar assembly, lbs	
expanded metal galvanized, lbs	
fabric reinforcement, lbs	. 19,328,61
forgings, lbs	
handrail, lin. ft	
pads, prefabricated bridge, sq. yds	
plate beam guardrail, lbs	
rivets, lbs	
structural, lbs	. 75,332,10
le:	0.00
drain, clay, lin. ft	
drain, concrete, lin. ft	
aterstop, rubber, lbs	
eed killer, galsire:	10,00
barbed, lbs	. 8,05
black annealed, lbs.	
coil, lbs	
galvanized, lin. ft.	
snow fence. lbs.	
ties, snow fence, number	- 7

TABLE 24.—QUANTITIES OF MAINTENANCE TOOLS AND SUPPLIES ACCEPTED BY INSPECTION DURING 1958.

Item	Quantity Accepted	ltem	Quantity Accepted
Augers, posthole	36	Lights, trouble, portable	76
Axes, chopping, single bit	648	Mattocks, all kinds	84
Barricade horses, sets	1.166	Oilers, bench	94
Bars, wrecking	132	Pails, water	120
Bits, car and wood auger	552	Picks, railroad or clay	60
Bolts, nuts and washers, tons	4.2	Pliers, slip joint	528
Boots, rubber, pairs	149	Pneumatic tools:	
Braces, ratchet bit	60	asphaltic cutters	276
Brooms, all kinds	1.494	concrete breakers, all sizes	1,860
Brushes, paint, all sizes	2,010	hollow drill steel	180
Cans, asphalt pouring	430	rock drill bits	62-
Cans, gasoline	. 331	Post drivers	4(
Cans, water, insulated, all sizes	319	Pruners, all kinds	127
Chains, accessories, pieces	2,208	Putty knives	276
Chains, tow, all sizes, feet	8,520	Racks, hold-down for water cans	$\frac{1}{200}$
Chisels, all kinds	366	Rakes, asphalt and road	-270
Clippers, bolt	127	Rope, manila, all sizes, feet	14,400
Cloths, wiping, lb	8,950	Rope, sisal, all sizes, feet	4,800
Covers, burlap, sq. yd	2,400	Rubbing bricks	3(
Crowbars	66	Rules, multiple-folding	29-
Diggers, post hole	120	Saws, various sizes and kinds	400
Extinguishers, fire, all sizes	64	Seissors, pocket	98
Files, all kinds	2,412	Screw drivers, various sizes	918
Flags, red danger, all sizes	24,216	Scythe blades	420
Forks, manure	96	Scythe hooks	108
Fusees, red light, dozen	1,044	Scythe hook blades	96
loggles, extra lens	144	Scythe snaths	180
loggles, safety, pair	279	Scythe stones	2,076
Grass hooks	300	Shovels, scoops, spades, etc	3,733
Guns, grease	234	Signs, stop - slow	300
Hacksaw blades	2,628	Sledges, all weights	468
Hacksaw frames	120	Sprayers, hand	14.
Hammers, ball peen	204	Squares, steel	$2\cdot$
Hammers, carpenters nail	264	Stakes, surveyors	1,200
Handles, tool, various	1,680	Tampers, hand	5-
Hatchets, claw	132	Tarpaulins, various sizes	180
acks, hydraulic, truck	32	Torches, extra wicks	1,896
Kegs, water	10	Torches, kerosene, warning	1,998
Ladders, all kinds and sizes	71	Tripods, warning type	1,228
antern globes, extra	12	Tweezers, first-aid kit	79
anterns, truck	60	Wedges, timber	60
Lantern wicks, extra	228	Wrenches, all kinds	2,154

This number includes samples for the standard tests performed for District 6 and those from throughout the State submitted for special tests. In addition to the samples tested in Springfield, each of the district soils engineers obtained samples and performed field and laboratory tests in his area. All ten of the districts are now equipped with mobile drilling rigs capable of sampling to a depth of 50 feet. The bridge office has two boring crews that explore the sites of proposed major highway structures, perform field tests, and submit samples for laboratory tests if required. When unstable soil conditions are encountered, undisturbed Shelby tube samples are submitted to the Springfield office for analysis. During 1958 there were 666 Shelby tube samples submitted. From these, 2,331 specimens were prepared and tested.

Thirty major stability studies were conducted, and recommendations were made for corrective design and construction features. An electronic computer program was developed to aid in the analysis of these stability problems and the computer was used extensively in nine of the studies. By the conventional method of computation approximately 1,200 man-hours would have been required. The computer analyses were completed in 51.5 hours with more detailed analyses than otherwise would have been made.

Prior to their incorporation into project plans, soil and drainage recommendations are reviewed by a soils committee composed of representatives of the Bureaus of Construction, Design, and Materials. All highway construction projects involving State funds are subject to this review.

6. CONTROL OF CONCRETE MIXTURES.—Beam specimens were made and tested on nearly all projects in nine of the ten highway districts during 1958 to provide an index of the effectiveness of the control of the concrete mixtures. One district followed this prac-

TABLE 25.—NUMBER OF BEAMS OF STANDARD-STRENGTH AIR-ENTRAINED PORTLAND CEMENT CONCRETE TESTED DURING 1958, AND COMPARISON OF STRENGTHS FROM YEAR TO YEAR.

Class and Type of	Number of Tested	0		nge 14-da n Pounds			
Construction	Total	At 14 Days	1958	1957	1956	1955	1954
State sections— pavement State sections—	3, 333	1, 331	805	789	795	779	780
structures	4, 813	2, 142	786	761	736	744	749
County and city sections— pavement	1, 035	380	787	803	820	838	794
County, city, and township sections— structures	2, 413	1, 411	792	805	810	840	805

Notes: Standard-strength air-entrained portland cement concrete for FAS sections showed 96 beams averaging 714 psi. and 96 beams averaging 841 psi. in 7 and 14 days, respectively, for pavement concrete; and 358 beams averaging 673 psi. and 323 beams averaging 766 psi. in 7 and 14 days, respectively, for structure concrete.

Two breaks were made on each beam and the number of tests is twice the number of beams shown. Beams made before April 1 and after October 31 are not included.

tice on county sections and on a few city sections, but made and tested cylinder specimens on all projects under State contracts and on most city sections. Three other districts made a few compressive tests.

The results of over 25,000 flexural and 7,300 compressive tests, representing the standard-strength air-entrained concrete, were reported to the Bureau during 1958. Table 25 shows the average 14-day flexural strengths in comparison with similar data obtained in previous years. While the results obtained in 1958 show a slight improvement over those of 1957 for State sections, the results for county and city sections show a slight drop. Table 26 shows the average 14-day compressive strengths in comparison with similar data obtained in previous years. Except for pavement concrete on State sections, where a slight loss is shown, the compressive strengths are shown to be slightly in excess of those obtained in 1957.

TABLE 26.—NUMBER OF CYLINDERS OF STANDARD-STRENGTH AIR-ENTRAINED PORTLAND CEMENT CONCRETE TESTED DURING 1958, AND COMPARISON OF STRENGTHS FROM YEAR TO YEAR.

Class and Type of	Number of Tested					essive Str uare Incl	
Construction	Total	At 14 Days	1958	1957	1956	1955	1954
State sections— pavement State sections—	973	376	3, 491	3, 619	4, 063	3, 698	3, 463
structures	4, 502	1, 797	3, 689	3, 635	3, 811	3, 767	3, 671
County and city sections— pavement County, city, and township sections—	62	17	4, 030	3, 942	3, 885	3, 268	3, 720
structures	1, 812	767	4, 007	3, 967	4, 043	3, 575	3, 630

Notes: Standard-strength air-entrained portland cement concrete for FAS sections showed 20 cylinders averaging 3,885 psi. and 23 cylinders averaging 4,280 psi. in 7 and 14 days, respectively, for structure concrete.

Cylinders shown are from January 1 through December 31, inclusive.

7. DESIGN AND CONTROL OF HIGH-TYPE BITUMIN-OUS MIXTURES.—During the year, 69 bituminous paving plants were used in manufacturing subclass I-11 bituminous mixtures for resurfacing of 772 miles of rigid base, 62 miles of flexible base pavement, and in placing 1,487,523 square yards of intermittent resurfacing on old rigid-type pavements. The plants used in producing these mixtures had been previously inspected and approved by the Bureau of Materials.

The bituminous mixtures used in the resurfacing consisted of binder and surface course mixtures of dense-graded aggregate. The maximum size aggregate in the binder course mixture was 1-inch and the surface course mixture  $\frac{1}{2}$ -inch. In general, the bituminous mixtures were placed in two compacted courses having depths of  $\frac{1}{2}$  inches for each course.

The plant control of the bituminous mixtures was under the direct control of the district materials section, acting under the general supervision of the Springfield and Chicago laboratories. These laboratories designed the mixtures by the Marshall method. Trial batches were prepared using materials from the same sources as used in the manufacture of the mixtures for the resurfacing. From the Marshall tests obtained on the trial batches, mixing formulas were set that would give satisfactory stability, flow value, and voids. Daily check samples or check samples representing each 1,000 tons of the bituminous mixtures were sent to the Chicago or Springfield laboratory for analyses. Test results were promptly forwarded to the proportioning engineer to aid him in control of the bituminous mixtures. The Springfield laboratory uses a portable field laboratory for extraction and density tests to assist the district Bureau of Materials in plant control.

Density determinations were made on each day's run of binder or surface course. The tests show that both the surface course and binder mixtures were compacted to an average density of 96.8 per cent of a voidless pavement.

- 8. INVESTIGATIONS.—Summary reports of the major studies or investigations conducted or in progress during 1958 follow.
- (a) Tests of Concrete Pavement Cores.—There were 2,055 pavement cores tested during 1958. Compressive strength tests were made on 1,436 cores with the following results:

Number of Cores	14	98	5	843	195	116	165
Age range—months Ave. age—months Ave. strength—psi.	0-1.5	1.5-3.5	3.5-5.5	5.5-9.5	9.5-14.5	14.5-21.5	21.5-76.0
	1	2.2	5	7.9	10.6	19.5	30.5
	4,470	4,549	5,316	4,961	5,001	5,826	5,671

Air determinations were made on 619 cores. The average air content was found to be 3.8 per cent, which is slightly below the median of the range of 3 to 5 per cent required by the specification. The air contents were distributed as follows:

Number of Cores	16	47	104	164	152	88	30	14	4
Air content range—per cent	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9

Note: All cores tested for compressive strength and air content falling on a division of a range is included in the next higher range.

- (b) Air-entraining Admixtures.—One air-entraining admixture was given extensive laboratory tests and was given approval for a field job. Three other admixtures were approved after preliminary tests and certification of previously approved ingredients.
- (c) Inspection of Prestressed Concrete Bridge Beams.—During the year 1,081 prestressed concrete beams were accepted for use in the construction of thirty-two new bridges, the widening of one bridge, and the construction of two temporary bridges. Besides the observation of the processes involved and the condition of the completed

product the concrete was controlled by nearly 1,100 slump and air tests as well as the moulding and testing of approximately 6,500 concrete cylinders.

(d) Investigations of Paints and Enamels.—During 1958, specifications for red sign enamels, based on the previous study, were published and put into effect.

The study and comparison of the specifications for traffic marking paint resulted in the publishing of tentative specifications to cover the chlorinated rubber types. This study is continuing.

A requirement for a compatibility test of certain ingredient materials of traffic marking paint was incorporated as a part of the specifications.

Outside weathering tests of various metal priming paints were continued.

(e) Laboratory Investigation in Connection with Bituminous Resurfacing Program.—Bituminous mixtures used in resurfacing old rigid-type pavements were investigated using the Marshall method. A total of 584 tests were made on the surface course mixtures produced for use on State jobs. These samples had an average Marshall stability of 2,001 pounds and an average Marshall flow value of 11.8. A total of 278 tests were made on binder course mixtures produced for State jobs. These samples had an average Marshall stability of 2,085 pounds and an average Marshall flow value of 11.5. A total of 232 cores were cut from bituminous pavements at various locations for investigation. All of these cores were tested for density and voids and some of them for the per cent of bitumen and the gradation of the aggregate.

The investigation started in 1942 to study the changes which take place in the properties of the asphalt cement used in subclass I-11 surface course mixtures during mixing, transportation, placing, and weathering is being continued. However, no samples were taken from the pavement during the winter of 1957 and 1958. The data reported to date show that the penetration and ductility of the recovered bitumen has dropped as the pavement ages. In general the data show that the penetration of the recovered bitumen has dropped from an average of 75 per cent of the original penetration obtained from samples taken from the road after construction in 1942 to an average of 43 per cent taken during the winter of 1953 and 1954.

An investigation to determine to what extent traffic compacts subclass I-11, which was started in 1956, is being continued. Cores were taken at intervals from several locations and voids determined with a high pressure air meter. The data show that traffic compacts subclass I-11 mixtures and that the compaction is greater in the surface course mixture.

(f) High Pressure Apparatus for Determining Voids in Compacted Bituminous Mixtures.—This apparatus was described in the 1956 annual report and was used during the past year to determine

the per cent of air in bituminous pavement samples and in the Marshall briquettes used in the design of subclass I-11 mixtures. The density computed from data obtained by this apparatus is much more realistic than the theoretical density of a voidless mix computed from the oven-dry specific gravities of the aggregates and the specific gravity of the asphalt at 77°F. Tests made on 574 pavement samples of binder course mixture showed an average of 6.1 per cent air and on 1,119 pavement samples of surface course mixture an average of 6.0 per cent.

9. DEPARTMENTAL SERVICES.—Other services rendered by the Bureau of Materials during 1958 include 391 pavement loading analyses in connection with 78 requests for permits to move or operate 84 overweight vehicles and heavy equipment; the construction of 900 Shelby tube samplers; the repair and recalibration of one hundred 100-foot steel surveyor's tapes; the preparation of test samples of metallic materials; the preparation of test samples of steel cable for prestressed concrete beams; the reconditioning and improvement of the "Roughometer" or road roughness recorder; the construction of cabinets; the construction of forms for concrete specimens; the construction and maintenance of the testing and research equipment for both the Springfield and Chicago laboratories; and the preparation of 351 8x10-inch photographic negatives, 1,677 8x10-inch prints, 30 lantern slides, 37,441 photostatic prints, and 5,000 feet of movie film.

#### MAINTENANCE VII.

GENERAL.—Maintenance and operation of the State primary highway system and paved State-aid roads are the responsibility of the Bureau of Maintenance. The work is accomplished by two sections established in the Bureau: (1) The Maintenance Section and

(2) The Day Labor Section.

The Maintenance Section is concerned with budgetary control of maintenance funds; procurement of materials, equipment, and supplies; and the general supervision of all maintenance activities carried on by the ten highway districts. The Day Labor Section performs original construction and maintenance work of an extraordinary

nature in each of the ten highway districts.

Each highway district organization includes a district engineer of maintenance who, under the district engineer, is responsible for maintenance of State highways in that district. The field organization of the district consists of field engineers in charge of work in their part of the district; maintenance supervisors, who have direct supervision of 8 to 12 section men; section men, each of whom maintains from 20 to 30 miles of highway; and maintenance labor foremen who operate with special crews and equipment for performing extraordinary or heavy maintenance work.

MILEAGE MAINTAINED.—In 1958, 14,451.86 miles of highways were maintained under the supervision of the Bureau of Maintenance. This includes 14,399.75 miles of which the cost is analyzed in Table 27 and 52.11 miles of expressways shown in Table 28.

Of the 14.451.86 miles maintained, 14.447.21 miles were divided into 2,156 maintenance patrols, and 4.65 miles were distributed among 17 patrols for detours, unpayed, and temporary routes. In addition, 1,465 patrols were assigned to large bridges of 100-foot length or over, which include 89 patrols on expressways.

Also maintained under the supervision of the Bureau were an average of 11.65 miles of roads in the process of stage construction and 686.94 miles of city streets and beltlines. Details concerning this work are discussed in the paragraphs that follow, but mileage and costs are not included in the tables of this section.

MAINTENANCE COST ACCOUNTING.—The term maintenance, for the purpose of cost accounting, designates that work which tends to preserve the structural elements of the highways in their original condition or subsequently improved. Specific activities classified as maintenance are upkeep of the wearing surface, shoulders, ditches, and structures. The cost of this work is in a large measure dependent upon the type and age of the existing facility and upon the traffic which it accommodates.

Account					Types of	f Surfaced Roads	Roads					
				Sheet Asph.	Bitum	Other inous Types					Detours,	
	4.5	Portland Cement Concrete	Brick	and Bif. Conc. on Rigid Base	Rigid Base	Flexible	Bituminous Surfaced Treatment	Water- bound Macadam	Gravel	Total	and Temporary Routes	Grand Total
(1) (2)		(3)	(4)	(5)	(9)	(7)	(8)	(6)	(10)	(11)	(12)	(13)
Number of patrols <sup>1</sup>	1 1 1 1	1, 407	47	527	11	19	94	7.0	34	2, 144	17	2, 161
Miles maintained	1 1 1 1 1 1 1	9, 658.93	81.74	3, 996. 48	50.31	36.63	469.40	12.40	89.21	14, 395.10	4.65	14, 399.75
Wearing surface	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$6, 719, 562.41	\$24, 588, 21	\$1,252,924.63	\$11, 424.87	\$2, 994.28	\$184, 194.90	\$858.62	\$14, 931.26	\$8, 211, 479, 28	\$1,673.28	\$8, 213, 152.46
Cost per mile	nile	695,68	300.81	313.51	227.09	81.74	392.40	69.24	167.37	570.44	359.85	570.37
Shoulders ditches	;	3, 013, 089.44	37, 378.97	1,008,732 09	6, 513.75	1, 328.99	134, 512.20	468.02	12, 933.15	4, 214, 956.61	1, 588.05	4, 216, 544.66
cuts, and fills Cost per mile	nile	311.95	457.29	252.41	129.47	36.28	286.56	37.74	144.97	292.80	341.52	292.82
Small bridges (less Total cost,	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	38, 010.14	182.27	4,087.01	643.23	543.90	2, 341.20	1		45, 807.75		45, 807.75
length)Cost per mile	nile	3.94	2.23	1.02	12.79	14.85	4.99			3.18		3.18
Culverts and Total cost.	F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	195, 109. 23	883.57	89, 043.09	50.54	155.48	3, 915.96	1 1 1 1 1 1 1 1	F	289, 157.87		289, 157.87
facilitiesCost per mile	nile	20.20	10.81	22.28	1.00	4.24	8.34			20.09		20.08
Miscellaneous Total cost.		25, 033, 99	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4, 128. 58	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40.00	612.25			29, 814.82	885,78	30, 700.60
facilitiesCost per mile_	nile	2.59		1.03	5 5 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1.09	1.30	P   1   1   1   1   1   1   1   1   1		2.07	190.49	2.13
Large bridges? Total cost.	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		\$				1 1 1	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	# # # # # # # # # # # # # # # # # # #		537, 074.62
or over) Cost per bridge	bridge		1		1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 5 1 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1		390.32
Service drives	1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			, J , , , , , , , , , , , , , , , , , ,							20, 458.93
Cost per mile	nile			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 E E E E E E E E E E E E E E E E E E							1.42
Total mainte- nance cost <sup>3</sup>	39	\$9, 990, 805.21	\$63, 033.02	\$2,358,915.40	\$18, 632, 39	\$ 5,062.65	\$325, 576.51	\$1,326.64	\$27, 864, 41	\$12, 791, 216.33	\$4, 147.11	\$13, 352, 896.89
Total cost per mile3	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$1, 034.36	\$771.14	\$590.25	\$370.35	\$138.21	\$693.60	\$106.99	\$312.35	\$888.58	\$891.85	\$927.30

Notes: All costs include administration and engineering expense of the district offices and a pro rata share of the central office expense.

Does not include 1,376 patrols for bridges of 100-ft. length or over.

Includes costs for maintenance of movable-span bridges formerly reported separately.

Does not include cost for maintenance of 52.11 miles of expressways and expressway bridges which are reported in Table 28 of this section.

Cost per mile in Column 13 is cost per item ÷ 14,399.75 miles.

TABLE 28.—EXPRESSWAY MAINTENANCE PATROLS, MILEAGES, AND COSTS FOR 1958.

		Types of Su	rfaced Roads	
Account	Unit	Portland Cement Concrete	Sheet Asph. and Bit. Conc. on Rigid Base	Total
Number of patrols <sup>1</sup>	,	9	3	12
Miles maintained		45.87	6.24	52.1
MAINTENANCE:				
	Total cost	\$70,024.14	\$3, 577.57	\$ 73,601.7
Wearing surface	Cost per mile	1, 526.58	573.33	1, 412.43
	Total cost	38, 599. 55	4, 379.09	42, 978.6
Shoulders, ditches, cuts, and fills	- Cost per mile	841.50	701.78	824.77
	Total cost	21, 392.07	220.63	21, 612.70
Culverts and other drainage facilities	Cost per mile	466.36	35.36	414.78
	Total cost			101, 054.18
Large bridges or overhead structures (100-ft. length and over)	Cost per bridge			1, 135.44
	Total cost			\$239, 247.23
Total maintenance	Cost per mile			\$ 4,591.20
OPERATION:	'			
Cutting and clearing vegetation	Total cost			\$ 79,959.85
Catting and clearing vegetation	Cost per mile		wh my but my do not not be but my	1, 534.44
Snow removal and ice control	Total cost			116, 477.18
Show removal and recommon	Cost per mile			2, 235.22
Clearing dirt and debris	Total cost			190, 884.81
Clearing div and debris	Cost per mile			3, 663.11
Roadside planting and maintenance	Total cost			46, 183.46
moraside planting and maniferrance	Cost per mile	no to m or in m of to m or = *		886.27
Upkeep of guardfence	Total cost	~		59, 762.94
o pace poi guardience	Cost per mile			1, 146.86
Cuburar and drainage numering	Total cost			35, 256. 50
Subway and drainage pumping	Cost per mile			676.58
TD. 45:	Total cost			225, 803.66
Traffic operation <sup>2</sup>	Cost per mile			4, 333 . 21
Watal annual and	Total cost			\$754, 328.37
Total operation	Cost per mile			\$ 14, 475.69
(Data Lichard	Total cost			\$993, 575.60
Total highway maintenance and operation.	Cost per mile			\$ 19,066.89

Note: All costs include administration and engineering expense of the district offices and a pro rata share of the central office expense.

<sup>&</sup>lt;sup>1</sup> Does not include 89 patrols for bridges or overhead structures of 100-ft. length or over.

<sup>&</sup>lt;sup>2</sup> Payable from highway traffic operations appropriation.

The term operation is applied to that work which is incidental to the maintenance of the structural parts of the highways, but which tends to increase their efficiency and safety to the traveling public. It includes placement of centerline and guideline markings, the erection and upkeep of markers and safety signs, upkeep of protective devices and guardfence, removal of dirt and debris, snow removal and ice control work, and vegetation control. These costs are more or less independent of the type and age of the highway.

Costs for the placement of centerline and guideline markings, the erection and upkeep of markers and safety signs, and the upkeep of protective devices are incurred by both the Bureau of Traffic and the Bureau of Maintenance, but the direction and control of these costs is exercised by the Bureau of Traffic. Table 30 shows only the total costs of the above items under the class of work entitled Traffic operation. A detailed breakdown of these costs appears in Section IX, Traffic, of this report.

Maintenance costs are assembled by units called maintenance patrols. A patrol consists of the adjacent sections of pavement of the same type and age and usually on the same route. Operation costs are assembled by maintenance sections comprised of the patrols or portions of patrols maintained by one section man.

In computing costs for each of the various accounts, such as maintenance of wearing surface, shoulders, ditches and drainage structures, and snow removal and ice control activities, all overhead and depreciation charges are distributed on the basis of the hours of labor involved in each account.

4. EXPENDITURES AND COSTS.—Table 29 shows annual cash expenditures and costs by accounts according to the biennial

TABLE 29.—ANNUAL STATEMENT SHOWING EXPENDITURES AND COSTS DURING 1958 FOR HIGHWAY MAINTENANCE AND OPERATION.

Accounts	Expenditures	Costs
MAINTENANCE		
Direct charges: Maintenance and operation of highways Administration and engineering:	1\$21, 586, 716.90	\$21, 900, 584.05
District offices Bureau offices	1, 513, 307. 27 230, 275. 16	1, 513, 307. 27 230, 275. 16
Subtotal	\$23, 330, 299.33	\$23, 644, 166.48
Equipment	<sup>2</sup> \$1, 451, 433.75	<sup>3</sup> \$1, 122, 464.90
Intradepartmental charges		
Subtotal	\$1, 451, 433.75	\$1, 122, 464.90
Credits		\$56,062.91
Total maintenance and operation (exclusive of traffic operation)	\$24, 781, 733.08	\$24, 710, 568.47
Total traffic operation and equipment	3, 452, 811.86	3, 273, 493.66
Total maintenance and operation (including traffic operation)	5\$28, 234, 544.94	\$27, 984, 062, 13

<sup>&</sup>lt;sup>1</sup> Includes \$851,583.66 undistributed Day Labor maintenance expenditure.

maintenance and highway traffic operations.

<sup>&</sup>lt;sup>2</sup> Includes \$84,507.29 expenditure for Day Labor maintenance equipment.

<sup>&</sup>lt;sup>3</sup> Equipment depreciation—figured on a straight-line basis.

<sup>4</sup> Breakdown of traffic operation costs is shown in Table 41 of Section IX, Traffic, of this report.

<sup>5</sup> Payable from the biennial appropriation passed by the 70th General Assembly for highway

TABLE 30.—COMPARISON OF HIGHWAY MAINTENANCE AND OPERATION COSTS FOR 1957 AND 1958.

		1957 Costs <sup>1</sup>			1958 Costs <sup>1</sup>		Increase or Decrease	Decrease
Class of Work	Total	Per Cent of Total	Per Mile	Total	Per Cent of Total	Per Mile	Total	Per Mile
Maintenance: Wearing surface Shoulders, ditches, cuts, and fills Large bridges (100-ft. length and over) Culverts and other drainage facilities. Small bridges (less than 100-ft. length) Miscellaneous structures and facilities. Service drives.	\$7, 366, 164, 69 3, 916, 764, 08 404, 695, 28 207, 372, 22 51, 182, 95 26, 382, 55 12, 183, 93	29.84 15.86 1.64 0.84 0.21 0.11	\$511.03 271.73 2300.89 14.39 3.55 0.85	\$8, 213, 152.56 4, 216, 544.66 537, 074.62 289, 157.87 45, 807.75 30, 700.60 20, 458.93	30.43 15.62 1.99 1.07 0.17 0.11	\$570.37 292.82 2390.32 20.08 3.18 2.13 1.42	+\$846, 987.87 +299, 780.58 +132, 379.34 +81, 785.65 -5, 375.20 +4, 318.05 +8, 275.00	+\$59.34 +21.09 +21.09 +5.69 -0.37 +0.30
Total maintenance	\$11, 984, 745.70	48.55	\$831.45	\$13, 352, 896.89	49.47	\$927.30	+\$1, 368, 151.19	+\$95.85
Operation: Cutting and clearing vegetation. Snow removal and ice control. Clearing dirt and debris. Roadside planting maintenance. Upkeep of guardfence. Subway and drainage pumping. Electric lighting. Traffic operation3	\$3, 485, 844, 53 3, 607, 152, 08 2, 206, 297, 43 252, 237, 27 263, 075, 90 84, 892, 32 1, 727, 52 2, 800, 943, 41	14.12 14.61 8.94 1.02 1.06 0.34 0.01	\$241.83 250.25 153.06 17.50 18.25 5.89 0.12	\$4, 031, 445. 79 3, 682, 249. 99 2, 324, 667. 24 210, 802. 77 260, 768. 90 77, 841. 08 2, 123.87 3, 047, 690. 00	14.94 13.64 8.61 0.78 0.97 0.29 0.01	\$279.97 255.72 161.44 14.64 18.11 5.41 0.15	+\$545, 601.26 +75, 097.91 +118, 369.81 -41, 434.50 -7, 051.24 +246, 746.59	+\$38.14 +5.47 +8.38 -2.86 -0.14 -0.48 +0.03 +17.33
Total operation.	\$12, 702, 170.46	51.45	\$881.22	\$13, 637, 589.64	50.53	\$947.07	+\$935, 419.18	+\$65.85
Total highway maintenance and operation <sup>4</sup>	\$24, 686, 916.16	100.00	\$1,712.67	\$26, 990, 486, 53	100.00	\$1,874.37	+\$2, 303, 570.37	+\$161.70

1 Costs include administration and engineering expense of district offices and a pro rata share of the central office expense.

<sup>&</sup>lt;sup>2</sup> Cost per bridge—includes costs for maintenance of movable-span bridges formerly reported separately.

<sup>&</sup>quot; Payable from highway traffic operations appropriation-breakdown of traffic operation costs shown in Table 44 of Traffic section of this report. \* Does not include costs for maintenance or traffic operations of 52.11 miles of expressways which are reported in Table 28 of this section.

<sup>&</sup>lt;sup>5</sup> Effective July 1, 1953 all highway and structure lighting was paid from traffic operations appropriation.

appropriation passed by the Seventieth General Assembly for high-way maintenance and highway traffic operations. The cash expenditures in these statements correspond to the accounts captioned Maintenance of State highways and Highway traffic control, appearing in Section II, Financing, of this report.

The costs as shown in these tables include cash expenditures for direct charges, administration and engineering, equipment depreciation, intradepartmental charges, and various credits.

Table 30 compares the 1957 and 1958 costs for highway maintenance and operation (including traffic operation) according to type of work.

Table 31 shows the comparison of annual maintenance and operation costs for the years 1930 to 1958, inclusive.

TABLE 31.—COMPARISON OF ANNUAL MAINTENANCE AND HIGHWAY OPERATION COSTS 1930-1958.

		Maintens	ance	Operati	on	Total Maint and Opera	
Year	Mileage	Total Oost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
1930	8, 519	\$1,749,647.18	\$205.38	\$1, 337, 611.34	\$157.02	1\$3, 087, 258.52	\$362.40
1931	9, 530	1, 958, 134.12	205.47	1, 328, 918.40	139.45	13, 287, 052.52	344.92
1932	10, 459	2, 332, 253.28	222.99	1, 558, 649.90	149.02	13, 890, 903.18	372.01
1933	11, 234	1, 819, 343.39	161.95	1, 162, 922.67	103.52	2, 982, 266.06	265.47
1934	11,886	2, 267, 471.80	190.77	1, 444, 799.78	121.55	3, 712, 271.58	312.32
1935	12, 223	2, 391, 909.55	195.69	1, 574, 893.43	128.85	3, 966, 802.96	324.54 372.38
1936 1937	12, 515	2, 271, 627.77 2, 935, 431.25	181.51 230.38	2, 388, 325.20	190.84 185.64	4, 659, 952.97 5, 300, 876.54	416.02
1938	12, 742 13, 067	2, 730, 534.68	208.96	2, 365, 445.29 2, 669, 708.79	204.31	5, 400, 243, 47	413.2
1939	13, 319	3, 041, 150.70	228.33	2, 619, 706.72	196.69	15, 660, 857.42	425.02
1940	13, 558	3, 079, 790.06	227.16	3, 253, 101.04	239.94	6, 332, 891.10	467.10
1941	13, 853	3, 562, 474.79	257.16	2, 873, 841.57	207.46	6, 436, 316.36	464.63
1942	13, 941	3, 618, 649, 34	259.57	3, 321, 607.68	238.26	6, 940, 257.02	497.83
1943	14, 052	3, 090, 481, 85	219.92	3, 311, 451.68	235,65	6, 401, 933.53	455.5
1944	14, 093	3, 485, 901.75	247.36	3, 536, 330.40	250.94	7, 022, 232.15	498.3
1945	14, 109	3, 720, 034.95	263.66	4, 403, 280, 19	312.08	8, 123, 315.14	575.7
1946	14, 113	4, 061, 284.79	287.78	4, 650, 465.67	329.52	8, 711, 750.46	617.30
1947	14, 125	4, 942, 038.49	349.87	5, 766, 839.11	408.26	10, 708, 877.60	758.13
1948	14, 134	6, 129, 120.23	433.65	6, 339, 784.75	448.55	12, 468, 904.98	882.20
1949	14, 168	6, 973, 572.39	492.21	6, 455, 231.18	455.62	13, 428, 803.57	947.83
1950	14, 224	9, 355, 382.15	657.70	7, 201, 589.64	506.29	16, 556, 971.79	1, 163.99
1951	14, 248	10, 292, 240.95	722.39	8, 647, 635.99	606.95	18, 939, 876. 94	1, 329.34
1952	14, 256	11, 250, 460.33	789.20	9, 244, 739.81	648.50	20, 495, 200.14	1, 437.70
1953	14, 233	11, 026, 356.90	774.71	8, 511, 335.77	598.00	<sup>2</sup> 19, 537, 692.67	1,372.71
1954 1955	14, 267	11, 994, 706.34	840.71	10, 968, 394.01 11, 285, 006.47	$768.77 \\ 789.34$	<sup>2</sup> 22, 963, 100.35 <sup>2</sup> 22, 863, 224.25	1,609.48 1,599.19
1956	14, 297 14, 344	11, 578, 217.78	809.85 831.65	12, 328, 119.61	859.46	<sup>2</sup> 24, 257, 339, 11	1, 691.11
1957	14, 344	11, 929, 219.50 11, 984, 745.70	831.45	12, 702, 170.46	881.22	<sup>2</sup> 24, 686, 916.16	1, 712.6
1958	14, 400	13, 352, 896.89	927.30	13, 637, 589.64	947.07	<sup>2</sup> 26, 990, 486.53	1,874.3

Note: Prior to 1941 the yearly mileage shown does not include the mileage of detours, unpaved, and temporary routes.

5. LARGE BRIDGES.—Bridges with total lengths of 100 feet or more are assigned patrol designations. There are 89 bridge patrols on that part of the expressway system in Cook County now under State maintenance and 1,376 bridge patrols on other State highways. The cost of maintaining large bridges on other State highways is shown in Table 27; and for expressways, in Table 28.

¹ Corrected to agree with adjustments made in 1942.

<sup>&</sup>lt;sup>2</sup> Does not include costs for maintenance or traffic operations of expressways which are reported in Table 28 of this section.

TABLE 32.—COST OF REMOVING SNOW AND ICE FROM SURFACED ROADS AND DETOURS IN 1958.

District	Mileage	Labor Hours	Direct Labor	Direct Expense	Total Direct Cost	Equipment Depreciation	District and Bureau Overhead	Total Cost	Average Cost Per Mile
3 4 4	1, 555.71 1, 541.65 1, 725.04 1, 481.44 1, 247.58	136,656 115,047 129,040 116,863 92,938	\$248, 957.20 200, 666.53 229, 040.80 211, 354.47 197, 281.20	\$411, 936.03 144, 811.36 215, 464.56 206, 272.20 162, 689.83	\$660, 893.23 345, 477.89 444, 505.36 417, 626.67 359, 971.03	\$31, 248.03 25, 293.15 29, 791.33 25, 298.62 21, 713.31	\$49, 085.17 34, 918.06 42, 164.55 32, 159.58 40, 611.62	\$741, 226.43 405, 689.10 516, 461.24 475, 084.87 422, 295.96	\$476.46 263.15 299.39 320.69 338.49
Total for Northern Zone.	7, 551. 42	590, 544	\$1,087,300.20	\$1,141,173.98	\$2, 228, 474, 18	\$133, 344, 44	\$198, 938.98	\$2, 560, 757.60	\$339.11
	1, 741.19	72, 621	\$133, 284. 75 135, 342. 58	\$86, 189. 47 92, 974.16	\$219, 474. 22 228, 316. 74	\$ 14, 232.22 17, 151.13	\$23, 312.04 25, 930.13	\$257, 018.48 271, 398.00	\$147.61
Total for Central Zone	3, 155.16	149, 799	\$268, 627.33	\$179, 163 63	\$447, 790 96	\$31,383 35	\$49, 242.17	\$528, 416, 48	\$167.48
8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1, 103.44 1, 499.50 1, 090.23	40, 556 88, 077 31, 592	\$ 74, 733.19 151, 704.75 56, 109.37	\$ 53, 183.73 145, 080.09 36, 194.31	\$127, 916.92 296, 784.84 92, 303.68	\$ 7,095.89 15,735.95 5,132.14	\$12, 394.84 26, 359.15 9, 352.50	\$147, 407.65 338, 879.94 106, 788.32	\$133.59 226.00 97.95
Total for Southern Zone	3, 693.17	160, 225	\$282, 547.31	\$234, 458.13	\$517,005 44	\$27, 963 98	\$48, 106, 49	\$593, 075, 91	\$160.59
Total for entire State	14, 399 75	900, 568	900, 568 \$1, 638, 474 84	\$1, 554, 795, 74	. 554, 795, 74 \$3, 193, 270, 58	\$192,691 77	\$296, 287, 64	\$296, 287.64 \$3, 682, 249.99	Sec. 25

Note: Above costs do not include cost of removing snow and ice from 52.11 miles of expressways which is reported in Table 28 of this section.

6. SNOW REMOVAL AND ICE CONTROL.—Table 32 summarizes the cost of snow removal and ice control work for the entire State and by highway districts in three zones during 1958. Table 33 compares the weighted-average mileage and annual cost for this activity for the entire State and for the northern zone for the past twenty-eight years.

A total of 46,700 tons of rock salt was applied directly on packed snow or ice during the winter months and a total of 2,300 tons of calcium chloride was used for treatment of cinders and other abrasives for spreading on the pavements at intersections and other hazardous locations.

The use of storm warning services extended by two industrial meteorologist companies was continued during the winter season with satisfactory and worth-while results.

TABLE 33.—COMPARISON OF ANNUAL SNOW REMOVAL AND ICE CONTROL COSTS 1931-1958.

		For Entire Stat	e	For	Northern Zone	Only
Year	Miles Reported	Total Cost	Cost Per Mile	Miles Reported	Total Cost	Cost Per Mile
931	5, 944, 40	\$ 289, 915.67	\$ 48.77	4, 362.06	\$ 240, 903.51	\$ 55.2
932		279, 710.14	32.91	6, 565.95	206, 045, 27	37.0
933		230, 684, 53	31.93	4, 918.07	194, 962.85	39.
934		270, 675, 51	29.55	5, 312.61	172, 411.55	52.
935		419, 872.34	44.12	5, 750.52	321, 588.88	55.
936		1,098,427.54	87.01	6, 930.00	806, 784, 24	116.
937		674, 985.18	52.60	7,031.49	429, 241.04	61.
938		593, 173, 22	45.02	7, 186, 40	458, 994.91	63.
939		625, 905, 25	46.78	7, 251.10	434, 373.90	59.
94.0		1, 109, 962.53	81.52	7, 351, 29	719, 854. 25	97.
941	13, 852.98	710, 839.77	51.31	7, 444.68	545, 360.40	73.
942		847, 779, 92	60.81	7, 475.51	587, 462.68	78.
943	14, 052, 40	889, 063.48	63.27	7, 510.40	695, 844.49	92.
944	14, 092.54	849, 457.98	60.28	7, 524.38	568, 333.34	75.
945	14, 109.26	1, 321, 678.97	93.67	7, 533.07	899, 401.49	119.
946	14, 112.63	1, 106, 379.30	78.40	7, 528.65	742, 121.84	98.
947		1, 591, 399.16	112.66	7, 539.85	1, 225, 436.24	162.
948	14, 133.95	1,747,642.76	123.65	7, 543.44	1, 236, 310.15	163.
949		2, 080, 265.35	146.83	7, 543.39	1, 566, 023.89	207.
950		2, 281, 113.17	160.37	7, 549.64	1, 621, 433.03	214.
951		3, 108, 455.28	218.17	7, 555.10	2, 216, 405.30	293.
352	14, 255.57	3, 166, 286.93	222.11	7, 558.39	2, 254, 554.09	298.
53		2, 130, 092.51	149.66	7, 527.05	1, 464, 028.79	194.
954		2, 408, 941.59	168.84	7, 539.21	1, 758, 156.08	233.
)55		3, 238, 918.88	226.55	7, 534.88	2, 205, 043.94	292.
056		3, 141, 550.47	219.01	7, 550.62	2, 006, 771.16	265.
)57		3, 607, 152.08	250.25	7, 577, 97	2, 344, 306.69	309.
58	14, 399.75	3, 682, 249, 99	255.72	7, 551.42	2, 560, 757.60	339.

Note: Costs subsequent to 1952 do not include cost of removing snow and ice from expressways.

7. EXTRAORDINARY MAINTENANCE.—Extensive maintenance projects involving large expenditures are controlled through authorizations approved by the central office of the Bureau of Maintenance. Such work consists of the extraordinary repairs to any type of structure or roadway facility involving such quantities of material or labor which would make it impracticable for the regular district organization to perform, or involving costs not provided for in the district budget. All maintenance work performed by private contractors is classed in this category.

The quantities of extraordinary maintenance work completed during 1958 are shown in the following tabulation:

Item	Quantity
Pavement replacement—with portland cement concrete:	
By maintenance forces	19,917 sq. yds
By contract	45,160 sq. yds
Pavement replacement—with bituminous mixtures:	
By maintenance forces	160,437 sq. yd:
By contract	6,059 sq. yds
Intermittent resurfacing:	
By maintenance forces	48,880 sq. yds
By contract	1,325,365 sq. yds
Pavement undersealing:	
By maintenance forces	60,800 sq. yds
By contract	287,276 sq. yds
Shoulder improvements	1,331,847 sq. yds
Cleaning and painting steel bridges:	
By maintenance forces	749 tons
By contract	12,097 tons
Repairs to low-type surfaced roads	48,379 sq. yds
Seal coat on low-type surfaced roads	56,910 sq. yds
Cutting backslopes, removing slides and other earthwork	720,310 cu. yds
Emergency bridge repairs by contract	9 bridges

- 8. STAGE CONSTRUCTION.—A total of 11.65 miles of roads in the process of stage construction was under maintenance during the year. The total direct cost of such maintenance was \$3,222.89.
- 9. MUNICIPAL STREET MAINTENANCE.—The maintenance of extensions of marked routes through, or into, those municipalities in which street construction by the State was restricted by the provisions of the State Bond Issue Acts, is performed directly by State maintenance forces or by the municipalities under the supervision of, and in agreement with, the Division of Highways. In the latter case, the municipalities are reimbursed by the State for the expense incurred. The funds for maintaining these urban streets and portions of beltlines or bypasses within the municipal limits are provided by appropriations from the Road Fund.

In 1958, 686.94 miles of city streets, beltlines, and bypasses were maintained in this manner, of which 558.68 miles were maintained by the municipalities under agreement with the Division, and the remaining 128.26 miles were maintained directly by State forces. The total cost of such maintenance was \$546,423.86.

10. ADDITIONS AND BETTERMENTS.—Work performed under authorization and classed as additions and betterments consists of capital improvements added to the highway facilities to modernize them, reduce highway hazards, or decrease maintenance expense. Although maintenance field forces supervise and perform the work on these projects, the cost is paid from construction funds since it represents additional capital investment.

The expenditures for the various classes of additions and betterments work are shown in the following tabulation:

Reserve Fund	Amount
Regular A & B construction Reconstruction A & B State-aid A & B City and beltline A & B	\$103,011.00 15,460.20 2.746.84
Total	\$121,218.04

- 11. PERMITS.—Permits to install sewers, water and gas mains, pole lines, and work of the same nature on State highway right-of-way are supervised by the Bureau of Maintenance. During the year 5,414 such permits were granted. This total does not include 2,344 access permits issued.
- 12. DAY LABOR.—The Day Labor Section of the Bureau of Maintenance operated in each of the ten highway districts and completed 86 jobs, including 34 bridge repair projects. A summary of the principal items completed is shown in the following tabulation:

Item	Quantity
Bituminous surfaces: Seal coat (9 jobs). I-11 surface Cover coat mixture Bituminous patching Scarify and re-lay base. Bituminous undersealing of pavement:	136,318 sq. yds. 487 tons 709 tons 186 tons 37,621 sq. yds.
Holes drilled Asphalt pumped in place Guardfence: Removal Guardposts removed Cable erected Steel plate erected	79,870 each 1,261,688 gallons 51,679 lin. ft. 353 each 4,912 lin. ft. 65,134 lin. ft. 161 each
Guardposts erected Guideposts erected Excavation: Earth Ditch cleaning and shoulder cutting Borrow Channel Rock Riprap	35,485 cu. yds. 44,704 cu. yds. 5,800 cu. yds. 9,024 cu. yds. 15 cu. yds. 229 sq. yds
Pavement:  Concrete patching  Portland cement concrete pavement  Gravel or crushed-stone surface course  Gravel or crushed-stone base course.  Gravel or crushed-stone shoulders.  Pavement removal	10,524 sq. yds 7,569 sq. yds 5,644 tons 4,150 tons 12,170 tons 11,916 sq. yds
Pipe culverts and storm sewers: Pipe culverts Storm sewers Pipe underdrains Corrugated metal pipe Portland cement concrete:	943 lin. ft. 594 lin. ft. 397 lin. ft. 599 lin. ft.
Class X concrete Bridge handrail concrete Sidewalk Concrete curb and gutter Concrete paved ditch Concrete driveways Concrete bridge floor Salt storage building concrete floor	533 cu. yds 10 cu. yds 472 sq. ft. 1,448 lin. ft. 552 lin. ft. 356 sq. yds 64 sq. ft. 267 sq. yds

### MAINTENANCE

Item	Quantity
Granular backfill:	
Trench backfill	7,555 eu. yds
Subgrade replacement	602 tons
Bridge repairs (34 jobs):	
Steel grid floor	1,354 sq. ft.
Steel bridge rail	1,556 lin. ft.
Structural steel	95,784 lbs.
Reinforcing steel	14,128 lbs.
Hardware	4,356 lbs.
Treated timber	37,079 ft. b.m
Wood piling	560 lin. ft.
Stud shear connectors	4,706 each
High tension steel bolts	100 each
Expansion bolts	169 each
Landscaping:	
Temporary seeding	1.52 acres
Asphalt bound mulch	5.4 tons
Miscellaneous:	
Pole-type building—30 x 80 feet (salt storage)	1 each
Catch basins	4 each
Manholes	3 each
Inlets	8 each
Gutter removal	148 lin. ft.
Tree removal	2 acres
Tree removal	3,297 dia. in.
Sidewalk removal	462 sq. ft.
Concrete removal Cast iron grates	155 cu. yds
Steel sheeting	1.400 lbs.
Pavement fabric	9,642 sq. ft.
Anchor bolts	807 sq. yds 169 each
Special guardfence anchors	13 each
Cleaning culverts	132 each
Woven wire fence erected	1.705 lin. ft.
Right-of-way markers	33 each

# VIII. RESEARCH AND PLANNING

1. GENERAL.—Most of the research projects of the Division of Highways are conducted by the Bureau of Research and Planning either directly or in cooperation with other bureaus of the Division

or with outside agencies interested in highway work.

The most important highway research project ever undertaken, that of the AASHO Road Test, is discussed on page 169 of this section. Another phase of the Bureau's research activity is administered by the Chicago Area Transportation Study. The electronic computer, installed in 1956, is operated by a unit of this Bureau. However, most of the research work handled directly by the Bureau is accomplished through the work of three sections: (1) The Economic Research Section; (2) The Planning and Programing Section; and (3) The Physical Research Section.

2. THE ELECTRONIC COMPUTER.—The electronic computer and its work was described on page 132 of the 1957 Annual Report. Since then, the expanded highway program has increased the work of the computer considerably and although a substantial amount of computer work is still calculating earth quantities; bridge elevations, traverse computations, and even right-of-way problems are growing in importance.

As problems of a recurring nature appear in highway design, new programs are developed or obtained in exchange with other computer users and applied to the solution. In this way many engineer-

ing man-hours are saved for other work.

- 3. ECONOMIC RESEARCH.—The primary duties of this section are keeping road inventory data current, redrawing of county and State maps, and providing other graphic services for the entire Bureau; conducting traffic volume, economic, and truck-weight studies; and estimating future traffic for planning and design purposes. The activities of the Economic Research Section are administered by two units: Road Inventory and Traffic.
- roads and the extensions of primary and State-aid highways into municipalities were checked and revised by field survey parties operating under the supervision of the district engineers of research and planning. Data obtained in these surveys include the length, width, and type of road surfaces; changes in highway location; the location and number of farms, dwellings, churches, schools, and industrial plants which generate traffic; changes in corporate and urban limits of municipalities; and the location of township and road district lines. Information was also recorded for drainage structures and grade separations giving the type of substructure, superstructure, the length

of span, and other pertinent data. Revisions in inventory data were reported by the districts during 1958 for all counties in the State which included a complete reinventory of 14 counties.

Table 34, compiled annually from road inventory data, shows the rural road mileage in each county at December 31, 1958. The State total of 102,247.77 miles shown in this table is divided by surface type

and by the following three major systems.

The primary system is comprised of all roads built or taken over as a part of the State bond issue network of highways; all roads built as, or already improved and taken over as, Federal-aid primary highways; all beltlines built under authority of Section 6f of the System of State Highways Act (Approved June 24, 1921 and subsequently amended); and all roads built under specific legislative authority. The rural portion of this system included 10,631.45 miles of highways, all of which were maintained by the State with the exception of toll bridges and certain connections to these bridges. The net mileage of municipal extensions to the system was 2,008.47.

The State-aid system is comprised of all roads which have been designated as State-aid roads by action of the county boards and approved by the Division of Highways. The total designated rural mileage of 21,237.15 in 1958 included 2,716.61 miles that were coincident with State primary highways and 225.06 miles that were not coin-

cident with any existing road.

The net mileage of rural State-aid roads, 18,295.48, is shown in Table 34. The net mileage of municipal extensions to the system in 1958 was 1,801.44.

The *local system* is comprised of all rural roads that were not included in either the primary or State-aid systems. In general, these roads were under the jurisdiction of the townships and road districts, although small mileages were constructed and maintained by various other governmental and private agencies. The net mileage of roads in this system was 73,320.84.

The following tabulation shows the total rural road mileage and general surface types of rural roads in the State from 1947 to 1958, inclusive.

	Miles o	f Rural Highwa	ys by Surface '	Гуреs
December 31	Paved	Low Type	Earth	Total
1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957	12, 095.9 12, 129.2 12, 165.0 12, 166.3 12, 186.0 12, 210.9 12, 262.9 12, 288.9 12, 295.9 12, 335.2 12, 346.1 12, 306.6	72, 072.9 73, 992.6 74, 830.0 75, 540.8 76, 228.6 76, 918.2 77, 756.3 78, 364.0 78, 914.5 79, 385.5 80, 017.0 80, 362.7	20, 465.5 18, 562.4 17, 288.1 15, 712.2 14, 343.4 13, 340.1 12, 214.4 11, 604.9 11, 100.9 10, 660.4 9, 985.3 9, 578.5	104, 634.3 104, 684.2 104, 283.1 103, 419.3 102, 758.0 102, 469.2 102, 233.6 102, 257.8 102, 311.3 102, 381.1 102, 348.4 102, 247.8

The difference in the total mileage of rural highways from year to year is caused by construction of highways on new locations, aban-

TABLE 34.—MILEAGE OF RURAL HIGHWAYS BY TYPE OF SURFACE, DECEMBER 31, 1958.

	The state of the s	Total	Mileage	1, 557.37 371.09 717.62 506.83 500.90	1, 509.46 337.91 741.28 528.38 1, 964.39	1, 415.95 1, 003.11 945.50 812.68 1, 013.62	1, 662.07 862.23 711.30 1, 088.82 759.67	816.23 1,020.51 1,150.94 411.67 947.85	1, 384, 22 956, 60 888, 55 1, 381, 05 480, 34	846.67 749.21 906.05 1, 424.05 264.48
			Total	1,035.14 249.98 521.06 376.15 379.01	1, 012.09 249.96 525.90 390.02 1, 527.95	1, 173.18 732.76 743.70 604.40 752.74	679.20 649.52 533.03 832.13 587.83	633.91 674.46 894.81 315.36 698.21	1, 111.62 742.92 628.44 937.00 348.12	613.04 533.13 717.71 1, 110.92 190.05
		Local	Earth	160.16 25.74 72.41 9.11 99.68	50.89 51.47 54.80 96.51 170.34	128.31 99.51 234.58 104.30 48.52	61.06 40.99 110.95 22.70 42.12	48.29 13.53 41.52 61.79 157.50	281.35 122.46 45.25 142.15 58.95	69.70 56.74 264.28 126.16 19.47
31, 1958.		Lo	Low-type Surface <sup>2</sup>	872.16 224.24 447.82 366.60 279.33	961.17 198.44 469.78 293.23 1, 353.81	1, 042.65 633.11 509.12 499.35 688.24	609.43 608.25 422.05 809.18 545.71	579.66 659.84 842.64 253.33 540.65	830.11 620.46 582.34 793.23 289.17	543.34 476.39 453.43 983.80 170.58
DECEMBER 3			Paved1	2.82	0.03 0.05 1.32 0.28 3.80	2.22 0.14 0.75 15.98	8.71 0.28 0.03 0.25	5.96 1.09 10.65 0.24 0.06	0.16	0.96
			Total	385.01 69.62 122.26 95.93 74.09	324.12 57.99 119.27 88.24 297.15	152.27 190.61 133.24 117.86 173.67	716.52 154.78 109.01 154.20 91.08	113.36 205.81 156.50 60.81 150.21	168,35 89,15 161,75 250,02 91,49	153.10 139.04 136.82 192.40 41.81
OF SURFACE,	System	-aid4	Earth	1.24	0.65	1.40 1.31 0.25	1.33		0.87 2.27 0.67	1.00
BY TYPE	Highway	State-aid	Low-type Surface <sup>2</sup>	380.17 69.51 116.76 86.84 72.85	320.55 57.99 118.36 84.26 85.15	136.57 184.50 130.71 107.10	398.99 152.73 108.24 145.58 91.01	79.25 180.39 135.04 60.53 149.31	167.48 83.91 152.19 235.80 90.15	152.90 129.74 129.64 192.12 41.81
BIGHWAYS			Paved1	4.84 0.11 5.50 9.09	3.57 0.91 3.33 211.86	15.70 4.71 1.22 10.51 70.82	316.20 2.05 0.77 8.62 0.07	34.11 25.42 21.46 0.28 0.90	2.97 9.56 13.55	8.30 0.28 0.28
KUKAL HI		a de la companya de l	Total	137, 22 51, 49 74, 30 34, 75 47, 80	173.25 29.96 96.11 50.12 139.29	90.50 79.74 68.56 90.42 87.21	266.35 57.93 69.26 102.49 80.76	68.96 140.24 99.63 35.50 99.43	104. 25 124. 53 98. 36 194. 03 40. 73	80.53 77.04 51.52 120.73 32.62
JOE		Primary	Earth3				1	1 2 1 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 3 1 3 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
ot Milleage		Prin	Low-type Surface <sup>2</sup>	3.08 13.57 0.16 0.02 21.78	2.71 15.62 0.08	0.59 23.53 0.27 20.52	0.19 2.87 8.04 0.12	0.48 0.06 1.92 15.89	9.86 0.02 0.17 0.06	13.27
LADLE			Paved	134.14 37.92 74.14 34.73 26.02	170.54 14.34 96.11 50.04 139.25	90.50 79.15 45.03 90.15 66.69	266.16 55.06 61.22 102.37 80.76	68.96 139.76 99.57 33.58 83.54	94.39 124.53 98.34 193.86 40.67	67.26 77.04 51.52 120.73 31.66
		×								
		County		Adams A lexander Bond Boone Brown	Bureau Calhoun Carroll Cass	Christian Clark Clay Clinton Coles	CookCrawfordDeKalbDeWitt	Douglas DuPage Edgar Edwards	Fayette Ford Franklin Fulton. Gallatin	Greene Grundy Hamilton Hancock Hardin

601.32 1, 455.53 2, 202.04 971.34 1, 007.49	1, 242.56 581.68 868.95 483.58 975.28	1, 286.45 564.26 1, 262.51 1, 126.94 2, 134.96	718.74 1, 265.57 2, 099.10 1, 078.95 1, 112.58	1, 265.30 2, 181.41 1, 212.64 1, 468.36 1, 450.44	1, 165.56 655.04 868.67 417.66 518.87	950.97 554.36 1,324.38 1,003.33 667.87	1, 352.22 1, 224.21 732.21 823.21 1, 327.93	461.27 337.91 281.05 926.70 774.14
434.17 1, 071.36 1, 492.88 677.71	904.22 391.40 623.20 352.07 497.78	885.78 367.60 879.77 673.26 1, 511.13	528.07 906.14 1, 634.34 777.62 829.00	935.54 1, 502.76 881.27 1, 088.52 957.02	840.98 452.56 666.31 314.17 393.75	724.22 427.33 1,027.94 527.82	915.28 722.23 509.78 641.83 1, 012.17	330.51 246.26 193.62 645.49 600.38
104.31 85.72 219.18 139.49 250.45	262.01 64.41 29.70 127.48 6.81	153.20 5.21 96.92 18.27 124.92	48.82 104.83 257.18 28.81 89.74	12.23 113.45 34.39 186.78 65.02	227.43 26.13 219.46 26.00 35.37	115.15 45.74 124.94 102.51 32.24	52.27 61.77 119.79 50.96 122.39	76.36 57.80 13.13 89.26 119.08
329.40 985.52 1, 273.09 538.17 515.23	642.16 326.99 592.87 224.49 489.06	731.25 362.30 781.87 648.98 1,381.45	476.02 801.13 1, 376.27 748.68 738.89	921.56 1, 389.31 845.20 901.68 872.65	613.00 426.43 446.59 288.17 358.38	608.01 381.54 902.97 622.94 495.41	862.98 653.70 389.99 590.25 889.78	254.06 186.63 180.49 556.11 481.30
0.46 0.12 0.61 0.05	0.05 0.63 0.10 1.91	1.33 0.09 0.98 6.01 4.76	3.23 0.18 0.89 0.13	1.75 1.68 0.06 19.35	0.55	1.06 0.05 0.03	0.03	0.09
85.99 187.32 527.79 170.76 183.26	256.03 110.83 167.26 73.90 326.68	253.18 104.98 255.71 253.93 370.92	128.39 220.05 269.19 181.10 190.77	164.41 421.96 232.12 230.15 262.48	236.27 109.64 120.07 68.41 79.86	153.10 74.92 185.85 170.12 71.86	275.81 339.11 136.68 105.40 165.46	82.11 54.20 36.23 171.10 138.65
0.05 2.52 0.72 0.02	2.75	2.53	3.11	8.90	0.12	0.48 0.64 1.88 0.15	2.74	3.67 3.67 1.71 0.50
85.79 151.31 332.43 166.53 183.24	253.17 110.81 167.26 73.90 302.89	224.01 101.63 254.74 194.67 358.43	126.68 199.08 250.12 180.37 187.89	157.49 415.57 223.96 212.03 179.02	231.77 109.64 110.06 68.41 77.00	148.32 74.25 183.91 165.48 59.31	269.85 315.08 136.63 76.37	80.68 50.43 36.23 168.69 137.43
0.15 33.49 194.64 0.75	0.11	26.64 3.35 0.97 59.26 12.14	1.71 20.97 15.96 0.73 0.64	6.92 6.39 8.16 9.22 83.46	4.38	4.30 0.03 0.06 4.49 12.55	3.22 24.03 0.05 29.03 0.20	0.10
81.16 196.85 181.37 122.87 58.55	82.31 79.45 78.49 57.61 150.82	147.49 91.68 127.03 199.75 252.91	62.28 139.38 195.57 120.23 92.81	165.35 256.69 99.25 149.69 230.94	88.31 92.84 82.29 35.08 45.26	73.65 52.11 110.59 107.76 68.19	161.13 162.87 85.75 75.98 150.00	48.65 37.45 51.20 110.11 35.11
		I   I   I   I   I   I   I   I   I   I	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 t 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
8.36 0.35 0.77 11.14	1.10	8.41 0.59 0.05 1.72 0.05	0.23 7.14 0.10	0.10 0.22 14.32 5.13	15.69	0.02 30.01 0.30	3.13	2.11 11.25 0.55
72.80 196.50 180.60 111.73 58.55	81.21 64.81 78.49 57.61 150.82	139.08 91.09 126.98 198.03 252.86	62.28 139.15 188.43 120.13 92.81	165.25 256.47 99.25 135.37 225.81	72.62 80.41 82.29 31.30 45.26	73.65 52.09 80.58 107.46 68.19	158.00 162.79 85.75 75.98 108.35	48.65 35.34 39.95 109.56 35.11
rson	oniess	l1.	ston	nry	all	Mercer		dph nda
Henderson Henry Iroquois Jackson Jasper	Jefferson-JerseyJoDaviess JohnsonKane	Kankakee Kendall Knox Lake LaSalle	Lawrence Lee Livingston Logan	McHenry McLean Macoupin Madison.	Marion Mason Massac Menard	Mercer Monroe Morgan Moultrie	Ogle Peoria Perry_ Piatt Pike	Pope Pulaski Putnam Randolph Richland.

TABLE 34.—Concluded.

						Highway System	System						
County		Prin	$\mathbf{Primary}^5$			State-aid	-aid⁴			$\Gamma$ 0	Local		Total Rural
	$Paved^1$	Low-type Surface <sup>2</sup>	Earth3	Total	Paved	Low-type Surface <sup>2</sup>	Earth	Total	Paved1	Low-type Surface <sup>2</sup>	Earth	Total	Mileage
Rock Island St. Clair Saline Sangamon Schuyler	98.86 180.90 87.72 210.06 82.25	0.11 2.33 7.87		98.86 180.90 87.83 212.39 90.12	48.39 34.71 0.75 26.27 5.83	170.69 207.44 130.91 244.73 97.43	0.32 0.67 1.73 9.53	219.40 242.82 133.39 271.00	1.10 2.11 4.53 1.96 0.16	338.71 717.14 489.48 1,071.61 415.68	74.10 56.90 60.90 54.78 122.05	413.91 776.15 554.91 1, 128.35 537.89	732.17 1, 199.87 776.13 1, 611.74
ScottShelbyStarkTazewellTazewell	42.08 85.49 66.23 78.54 113.17	7.85	1	49.93 85.49 66.23 78.54 114.53	3.12 0.33 0.17 3.90	64.27 228.77 104.92 244.25 176.77	0.79	65.06 233.02 105.25 244.42 180.67	0.12 0.54 0.46 2.57	225.62 1,078.27 323.58 737.05 795.46	58.55 130.20 37.59 39.56 48.67	1, 208.59 361.71 777.07 846.70	399.16 1, 527.10 533.19 1, 100.03 1, 141,90
Union	53.71 123.99 36.66 89.32 107.56	15.48 0.06 0.18 0.07		69.19 124.05 36.84 89.32 107.63	229.51 0.12 0.66	106.42 34.30 74.37 173.77 136.87	3.87	106.42 263.81 74.49 174.43 140.74	0.24 12.55 0.14 1.94	390.02 1, 207.15 251.42 650.84 476.14	70.44 50.98 36.80 108.52 178.53	1, 270.68 288.36 761.30 654.67	636.31 1, 658.54 399.69 1, 025.05
Wayne White- Whiteside Will-	64.52 84.69 140.35 267.67 65.80	0.31 0.44 9.60 0.10	1	64.83 85.13 149.95 267.77 65.80	29.39 47.30 35.66	225.12 162.43 206.59 267.18 109.04	7.99 5.54 2.47 0.67	233.11 167.97 238.45 315.15 144.70	2.32	799.80 626.86 742.53 1, 126.30 475.51	303.51 147.15 61.50 81.51 105.87	1, 103.31 774.01 806.35 1, 208.32 590.04	1, 401.25 1, 027.11 1, 194.75 1, 791.24 800.54
Winnebago	100.61	14.12		115.04	2.17	271.19 145.53		338.55 148.29	1	629,97	66.83	624.83	1,063.99
1	10, 420.21	411.10	P 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10, 051. 40	1, 925. 34	10, 2/0.98	99.10	18, 295, 48	100.85	03, 680 . 50	9, 479. 39	73, 320.84	102, 2

<sup>1</sup> Paved surface includes block, brick, portland cement concrete, and high-type bituminous.

<sup>2</sup> Low-type surface includes low-type bituminous, gravel or stone, and oiled earth.

<sup>3</sup> Under construction.

<sup>4</sup> Does not include designated State-aid mileage that coincides with the primary system.

<sup>5</sup> Mileage of Illinois tollways, exclusive of ramps, not included.

County
Boone
12.78
Cook
DuPage
Kane
Lake
McHenry
9.01
Winnebago

158.23

donment of roads by disuse, changes in corporate limits, and the opening of rural subdivision streets.

County maps of the general highway series are being redrafted on the polyconic projection using data obtained from aerial photographs and field inventory surveys. The 88 counties that have been redrafted are listed below:

Adams	DeWitt	Jefferson	Marshall	Saline
Alexander	Douglas	Jersey	Massac	Sangamon
Bond	DuPage	Kane	Menard	Scott
Boone	Edgar	Kankakee	Mercer	Shelby
Brown	Edwards	Kendall	Monroe	Stark
Bureau	Effingham	Knox	Montgomery	Tazewell
Calhoun	Fayette	Lake	Morgan	Union
Carroll	Ford	LaSalle	Peoria	Vermilion
Champaign	Franklin	Lawrence	Perry	Wabash
Christian	Fulton	Lee	Piatt	Warren
Clark	Gallatin	Livingston	Pike	Wayne
Clay	Greene	Logan	Pope	White
Clinton	Grundy	McHenry	Pulaski	Whiteside
Coles	Hamilton	McLean	Putnam	Will
Cook	Hardin	Macon	Randolph	Williamson
Crawford	Henry	Macoupin	Rock Island	Winnebago
Cumberland	Jackson	Madison	St. Clair	Woodford
DeKalb	Jasper	Marion		

The following 14 county maps have not been redrafted, but show the reinventory survey data:

Cass	Iroquois	McDonough	Ogle	Stephenson
Hancock	JoDaviess	Mason	Richland	Washington
Henderson	Johnson	Moultrie	Schuyler	

The general highway maps were revised to reflect the changes in surface types of rural highways and alterations in corporate limits of municipalities as reported by the districts.

The *Illinois Official Highway Map* is annually revised and prepared for publication by this unit. During the year the 1958 map was released to the public and additions and revisions were made for publishing the 1959 map.

The following maps were also revised and printed: State Federal-aid Primary Map; the Federal-aid Interstate Map; Federal-aid Secondary Map; and the interim State Traffic Map with the daily traffic on all rural primary highways.

(b) Traffic.—A comparison of traffic at 304 key stations on rural primary highways indicated that 1958 traffic was 1.4 per cent greater than that of 1957. Single-unit truck traffic increased 1.9 per cent and that of large truck combinations increased 2.4 per cent.

Traffic volume counts secured each month at 90 key stations located on rural State-aid roads showed a traffic increase of 1.3 per

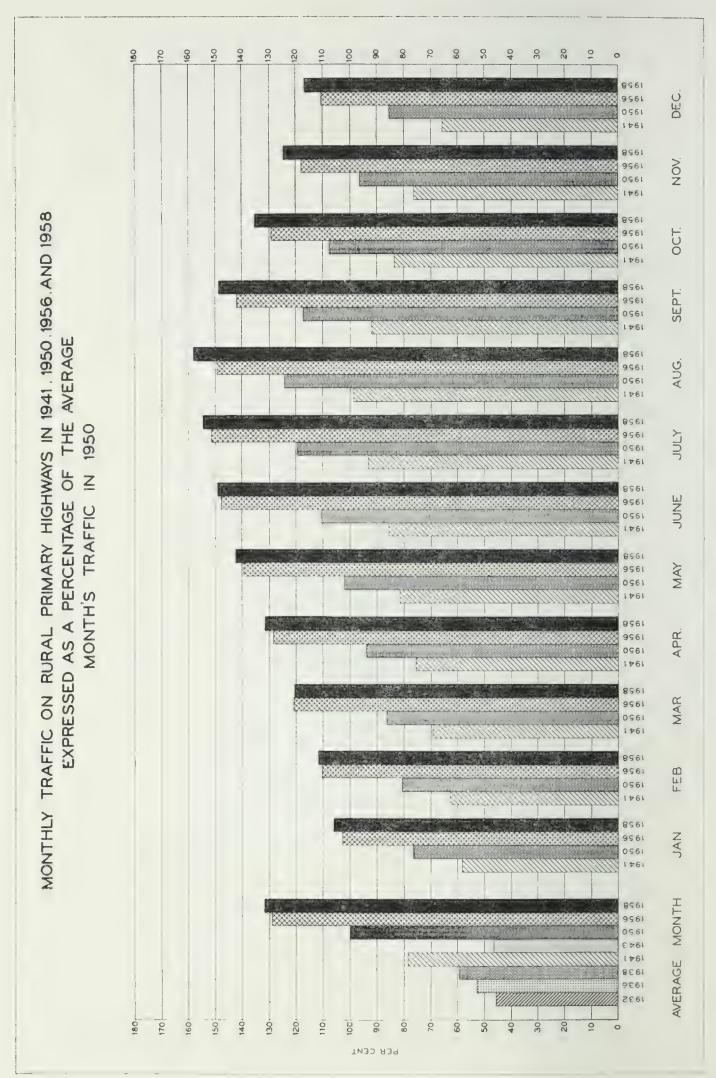


Figure 11.

cent while counts on township roads indicated a 3.4 per cent increase over 1957.

The traffic ratios of passenger cars, single-unit trucks, and large truck combinations to the total traffic have remained about the same since 1953, with passenger cars constituting about 82 per cent, single-unit trucks and buses 10 per cent, and large truck combinations 8 per cent of the total traffic recorded. Regardless of the nearly constant ratio of the three large classes of vehicle traffic, a major change occurred in the number and type of trucks which fall in the large truck combination class. In 1953, 39.9 per cent of the truck combinations had three axles, 57.8 per cent had four axles, and 2.3 per cent had five axles. In 1958 these percentages were 21.8, 60.0, and 18.2 per cent, respectively.

A map of annual traffic was made and published for an intermediate year between State-wide traffic surveys, using the first eight months of traffic data obtained from locations where counts were made each month in 1958. Only total volumes were shown, and a color legend was used to distinguish highways in various traffic volume groups.

The average monthly traffic for 1932, 1936, 1938, 1941, 1943, 1950, 1956, and 1958 and the comparison of traffic by months for 1941, 1950, 1956, and 1958 are shown in Figure 11.

Urban traffic volume surveys were continued. Sixteen city traffic volume maps were completed and printed, and counting was completed for Tuscola and Macomb.

Data for the State-wide traffic volume and classification study were obtained from 24-hour machine counts made at 24,178 locations on the secondary and local road systems, and from 803 eight-hour classification counts made at strategic locations on rural primary high-ways. The information obtained will be summarized on State and county traffic maps and will furnish the basic data for a vehicle mile study of the primary and local road systems.

Origin and destination traffic studies continued with a comprehensive study of the Champaign-Urbana area completed in 1958. Analyses of Carbondale and Pekin urban area studies were also made during the year. Smaller studies were made at Watseka, Gibson, Streator, Waukegan, and Macomb.

The purpose of the origin and destination studies is to furnish traffic data to be used in determining the need, proper location, and design for highway improvements. On the basis of these traffic studies, long-range street and highway improvement plans are prepared for the larger cities.

Truck weight surveys were analyzed and comparisons of the axle and total weights made with similar surveys of 1936, 1942, and 1949. These data are summarized in Tables 35, 36, and 37.

4. PLANNING AND PROGRAMING.—The Planning and Programing Section includes two units: Highway Cost, and Administrative Studies. A summary of the principal duties of these units follows:

TABLE 35.—COMPARISON OF AVERAGE WEIGHTS OF LOADED AND EMPTY COMMERCIAL VEHICLES.

	Total—All Vehicles	/ehicles	Loaded Vehicles	hicles	Empty Vehicles	chicles
Vehicle Type and Year Weighed	Distribution	Average	Per Cent of	Average	Per Cent of	Average
	by	Total	Total Vehicles	Loaded	Total Vehicles	Empty
	Vehicle Type	Weight	Weighed	Weight	Weighed	Weight
	Per Cent	Pounds	Per Cent	Pounds	Per Cent	Pounds
Single-unit trucks Year 1958 Year 1949 Year 1942 Year 1936	258.27	8, 579	33.06	13, 782	66.94	6, 014
	61.82	9, 553	60.76	11, 427	39.24	6, 653
	71.00	9, 233	54.74	11, 633	45.26	6, 330
	79.67	7, 690	63.52	8, 975	36.48	5, 452
Tractor-truck semitrailers	241.10	39, 643	73.31	46, 003	26, 69	22, 156
Year 1949	37.47	31, 494	74.20	35, 864	25, 80	18, 919
Year 1942	27.56	26, 090	68.48	30, 676	31, 52	16, 144
Year 1942	18.42	22, 212	79.78	24, 868	20, 22	11, 736
Trailer combinations <sup>1</sup> Year 1948 Year 1942 Year 1936	20.63	32, 921	23.08	65, 500	76.92	22, 866
	0.71	45, 161	53.00	62, 855	47.00	25, 209
	1.44	25, 807	59.26	32, 613	40.74	15, 909
	1.91	24, 588	59.26	31, 881	40.74	13, 982

<sup>1</sup> Includes combinations consisting of tractor-truck semitrailers with trailers as well as combinations consisting of trucks with trailers.

<sup>2</sup> Percentage distribution by vehicle type for total of all vehicles for the year 1958 was made from the 1958 key station summaries.

TABLE 36.—PERCENTAGE COMPARISON BY GROSS WEIGHT GROUPS OF ALL COMMERCIAL VEHICLES WEIGHED 1936, 1942, 1949, AND 1958.

		Single-unit Tru Weighed in	Single-unit Trucks Weighed in		Tr	Tractor-truck Semitrailers Weighed in	Semitraile led in	SLS.		Frailer Combina Weighed in	Trailer Combinations! Weighed in	
Total Gross-weight Group in Pounds	1958 Per Cent	1949 Per Cent	1942 Per Cent	1936 Per Cent	1958 Per Cent	1949 Per Cent	1942 Per Cent	1936 Per Cent	1958 Per Cent	1949 Per Cent	1942 Per Cent	1936 Per Cent
Under 10,000 10,000-11,999 12,000-13,999 14,000-15,999 16,000-17,999 20,000-21,999 22,000-25,999 22,000-25,999 28,000-29,999 36,000-34,999 45,000-44,999 45,000-54,999 56,000-54,999 56,000-64,999 56,000-64,999 57,000-74,999	72.02 6.78 6.78 3.33 3.33 9.25 0.28 0.025 0.053	63.37 6.65 6.65 6.65 6.05 6.05 6.05 6.05 6.05	68.50 6.00	74.40 7.80 6.40 6.80 2.90 1.20 0.30 0.10	0.02 0.03 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	0.35 0.42 0.16 0.16 0.16 0.16 0.16 0.17	0.020 0.020 0.040 0.	7.55 8.03 10.11 5.94 5.94 9.47 7.87 7.87 7.06 16.37 4.65	3.85 11.54 17.30 17.30 11.54 3.85 3.85 7.69 7.69	10.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	18.52 3.70 3.70 3.70 11.11 3.70 3.70 3.70	37.04 3.70 3.70 3.70 3.70 3.70 3.70 3.70
80,000 and over	1	3 · · · · · · · · · · · · · · · · · · ·		8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1	6 r 8 f 6 J 8 s 8 s 8 s 8 s 8 r 8 r	0.03	0.12	8 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8	† t t t t t t t t t t t t t t t t t t t	00.0		# # # # # # # # # # # # # # # # # # #
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

<sup>1</sup> Includes combinations consisting of tractor-truck semitrailers with trailers as well as combinations consisting of trucks with trailers.

TABLE 37.—PERCENTAGE COMPARISON BY AXLE-LOAD WEIGHTS OF LOADED COMMERCIAL VEHICLES 1936, 1942, 1949, AND 1958.

		Single-unit Trucks Weighed in	it Trucks led in		Th	Tractor-truck Semitrailers Weighed in	Semitraile ed in	rs	•	Trailer Combinations <sup>1</sup> Weighed in	nbinations led in	
Axle-load Group in Pounds	1958 Per Cent	1949 Por Cent	1942 Per Cent	1936 Per Cent	1958 Per Cent	1949 Per Cent	1942 Per Cent	1936 Per Cent	1958 Per Cent	1949 Per Cent	1942 Per Cent	1936 Per Cent
Vinder 8,000 8,000- 8,499 8,500- 8,999 9,000- 9,999 10,000-10,999 12,000-12,999 13,000-15,999 15,000-15,999 16,000-16,999 16,000-18,999 17,000-17,999 18,000-23,999 22,000-23,999 22,000-23,999 24,000-25,999 26,000-27,999	8628726878878987	8.00.00 8.1.2.2.2.2.2.0.00 8.1.2.2.2.2.2.2.0.00 8.1.2.2.2.2.2.2.0.00 8.1.2.2.2.2.2.2.0.00 9.0.00 9.0.00 9.0.00	7.2.1.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.	83.40 22.22 - 2.25.60 4.05 60.24 60.25 60.	22 22 22 22 22 23 24 25 25 25 25 25 25 25 25 25 25 25 25 25	34.87 1.657	38, 40 2, 98 1, 98 1, 52 1, 33 1, 35 1, 36 1, 9 1, 10 1, 11 1, 11 1, 11 1, 12 1, 13 1, 13	72 82 82 82 82 82 82 83 82 83 83 83 84 83 83 84 83 84 83 84 84 84 84 84 84 84 84 84 84 84 84 84	5. 1. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	2.1.2. 2.1.2.2. 2.2.2.2. 2.2.2.2. 2.2.2.2. 2.2.2.2.	42.12 5.27 7.02 3.51 1.75 10.53 10.52 1.75 1.75 1.75 1.75 1.75 1.75 1.75	284.2 = 2888 
	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

<sup>1</sup> Includes combinations consisting of tractor-truck semitrailers with trailers as well as combinations consisting of trucks with trailers. Only five loaded trailer combinations were weighed in 1958.

(a) Highway Cost.—The highway cost unit continued its annual studies of State and local finance, compiled and reported data on the registration of motor vehicles in Illinois and the collection of motor user taxes, and edited the Illinois Highway Story and the Annual Report of the Division of Highways. From these publications and other statistical data, answers are obtained for the many questions which the public asks about highway taxation, expenditures, and administration.

Interstate cost estimates were reviewed and compared with actual costs. In the early part of the year the cost unit cooperated with the Bureau of Public Roads and auditors of the General Accounting Office in the investigation of interstate cost estimates. Later in the year, the Bureau cooperated with the Bureaus of Design and Maintenance in making an increment analysis of highway costs. Late in 1958 a comparison of costs was made for two locations of Interstate 64.

The local finance study annually gathers and analyzes data concerning the receipts and disbursements of counties, municipalities, and townships of Illinois for highways and related purposes. Table 38 contains a summary of highway funds collected and disbursed by each class of government in Illinois during 1957. The revenue from each source and the amount expended for each purpose for the past few years is shown in Table 39.

State highway finance involves the gathering and analysis of information from other State departments and the Bureau of Administrative Services. It includes compiling data concerning the collection, allotment, and refunds of motor fuel taxes; the registration of vehicles in Illinois and the revenue derived from this source; and financial transactions of the State for highway purposes. In 1958 the analysis of data for the 1957 calendar year was completed and prepared for both Federal and State publications.

Interstate 64 was originally studied for an alignment comparable to that traversed by US 50. In 1958 the cost of constructing Interstate 64 on a more southern alignment was determined in much the same manner as used on the original interstate cost study. The costs for the two locations were compared in a publication for release in early 1959.

Water resources projects planned by the Federal Government cause many alterations in bridges and roads in the area where dams will be constructed. The Bureau of Research and Planning was asked to study these projects and indicate the cost of revising existing highway facilities when the new lakes are developed. The study was completed and a report made concerning highway facilities affected.

Sufficiency ratings for rural and urban areas were completed during 1958 and a report prepared for use of the Division.

The motor vehicle use study, which was started in 1957 to find the answer to a number of questions concerning the operations and use of motor vehicles, was continued during 1958. Approximately 900 home interviews were conducted involving thousands of separate motor vehicle trips. Information was also collected during 1958 relative to the motor fuel consumption per vehicle and to the miles per gallon

OF ILLINOIS TABLE 3S. RECEIPTS AND DISBURSEMENTS FOR HIGHWAY PURPOSES BY GOVERNMENTAL UNITS. DURING THEIR 1957 FISCAL YEAR.

p ss	s and tricts	Townships and Road Districts
er	Per Cent	Amount Cent Amount Cent
7.5 \$13, 0.0 28, 0.4 4,	77.5 0.0 0.4	
0.9	10.9	592, 516 1.6 3, 409, 991 10.9
C)	55 11.2	11, 053, 400 30 4 3, 525, 985 11 2 3, 435, 141 9.5
0.0	3 0.0	8,323 0.0
0.0		\$36, 348, 189 100.0 \$31, 417, 390 100.0 \$
5.78 6.78 6.79 7.09	20 70 − 20 70 4 1-	r0 4 1+
4.2 16,	4.2	1
0.0	7 100.001	\$67, 507, 525 100.0 \$13, 666, 977 100.0 \$114

<sup>1</sup> Include only the Chicago Park District and the Chicago Sanitary District.

<sup>2</sup> Receipts of Federal Government are reimbursements for the Federal share of highway work.

<sup>3</sup> Includes the net motor fuel tax, State and local registration fees, franchise fees, and traffic fines after collection costs and refunds were paid.

 
 Toll collections
 \$3,478,462

 Interest
 2,446,444

 Miscellameous
 66,864
 Miscellaneous 4 Contains the following:

TABLE 39,—COMPARISON OF HIGHWAY FUND RECEIPTS AND DISBURSEMENTS, 1952-1957.

	1952		1953		1954		1955		1956		1957	
Sources of Receipts and Purposes of Disbursements	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
RECEIPTS Property taxes. Motor vehicle imposts Other special imposts Transfers from general funds. Federal funds Borrowings. Decrease in balance. Adjustments for aid transfers?	\$ 11, 981, 269 153, 543, 890 6, 514, 610 8, 675, 804 27, 656, 273 34, 972, 354 10, 542, 223 26, 978	20.0 120.3 120.3 120.3 120.3 120.3	\$ 48, 149, 400 198, 300, 690 7, 060, 164 7, 861, 043 26, 010, 683 34, 774, 215 3, 552, 207 46, 909	41.00 100.00 100.00 10.00 10.00	\$ 50.344,393 201,760,685 8,612,248 11,268,169 27,029,999 22,687,413 18,168,262	4.00 01 80 00 00 00 00 00 00 00 00 00 00 00 00	\$ 50, 766, 331 217, 782, 958 10, 276, 626 10, 501, 199 35, 140, 813 145, 472, 382 427, 834 30, 449	0.0 30 30 30 30 30 30 30 30 30 30 30 30 30	\$ 55, 810, 409 233, 087, 868 14, 193, 161 12, 594, 337 32, 445, 599 33, 020, 465 13, 149, 770	######################################	\$ 59, 398, 944 243, 035, 055 14, 875, 404 13, 321, 547 32, 899, 818 52, 296, 239 46, 251, 557 1, 507, 508	21.25 22.22 21.12 10.00 10.00 8.13 10.00 8.10 8.10 8.10 8.10 8.10 8.10 8.1
Total	\$283, 913, 401	0.001	\$325, 755, 311	100.0	\$339, 871, 169	0 001	\$470, 398, 592	100.0	\$394, 301, 609	100 0	\$463, 586, 072	100 0
DISBURSEMENTS Direct (except interest) Interest Debt retirement Nonhighway and transfers Increase in balance Adjustments for aid transfers	\$224, 094, 216 5, 252, 080 16, 812, 051 7, 259, 362 18, 179, 611 12, 316, 081	8 8 9 9 9 9 9 8 8 8 8 8 8 8 8 8 8 8 8 8	\$248, 711, 664 5, 546, 833 21, 571, 878 9, 632, 816 27, 041, 377 13, 250, 743	5-1 0 80 84 8-2 0 8-1	\$281, 074, 145 6, 790, 745 22, 840, 778 10, 645, 536 13, 637, 372 4, 882, 593	3 oj a oj 4 − 1-01-10 o	\$281, 653, 874 6, 564, 780 23, 952, 944 14, 634, 057 132, 471, 313 11, 121, 624	25 24 24 24 24 24 24 24 24 24 24 24 24 24	\$308, 330, 602 9, 755, 813 24, 623, 379 18, 076, 053 15, 127, 818 18, 387, 944	४०० वस्यम् अष्टअ० अस्य	\$371, 123, 692 10, 587, 772 38, 960, 554 18, 528, 944 24, 385, 110	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Total	\$283, 913, 101	100.0	\$325, 755, 311	100 0	\$339, 871, 169	100 0	¥170, 398, 592	100.0	\$394, 301, 609	0 001	\$463, 586, 072	100.0

<sup>1</sup> Includes motor fuel tax, State and local vehicle registration fees, franchise fees, and traffic fines.

<sup>2</sup> Adjustments are principally represented by the difference of the amount of MFT allotted to, and that withdrawn by, the counties and cities and by the differences in fiscal years of governmental units.

of fuel consumed. The compilation, coding, key punching, and analysis of the data was in progress in 1958 for final tabulations which are scheduled for 1959.

(b) Administrative Studies.—This unit is responsible for a variety of studies concerning administration, programing, and legislation. A summary of some of this work follows.

The annual improvement program is assembled and published each year. In 1958 the program for 1959 was completed and released to the public. The program consists of construction and right-of-way projects for the coming year arranged in order of priority by districts with maps and description of the projects.

Federal-aid route descriptions of the locations of interstate and primary routes must be approved by the Federal Bureau of Public Roads before Federal funds are available for construction or improvement of the routes. In most instances the interstate route locations are established; however, to conform with the renumbering of the interstate routes which have now been assigned route numbers to supplant the individual numbers designated by each state, the descriptions must be revised. Descriptions of routes within the Federal-aid primary highway system are being revised continually due to relocations of existing routes or the addition of new routes. Recently the descriptions of all the Federal-aid primary routes in Illinois were rewritten to correct minor defects and to revise the wording to better fit desirable terminology.

An urban area is an area including and adjacent to a municipality of 5,000 or more population as shown by the latest available Federal census. The boundaries of the urban areas are designated by the administrative studies unit subject to the approval of the Bureau of Public Roads. Urban boundaries indicate the limit which funds allocated for urban improvements may be used. Population increases and the frequent changes in corporate limits as our cities grow require frequent changes in urban boundary designations. The administrative studies unit prepares the material and furnishes the Federal Bureau of Public Roads with the data necessary for approving these changes.

Legislation by the 70th General Assembly which met in 1957 created a commission to codify the road and bridge laws of Illinois. During 1958 considerable time was spent in consultation with the executive director of that commission in reviewing and compiling the road and bridge laws for codification. Technical and clerical assistance were also made available to the commission and by the end of 1958 a bill for the 71st General Assembly had been drafted codifying the road and bridge laws of Illinois.

5. PHYSICAL RESEARCH.—All research concerning the physical properties of highways that is carried on in the Division either by Division forces or by cooperating outside agencies is correlated by the Bureau of Research and Planning, through the Physical Research Section. This Bureau has the responsibility for making arrangements for financing and conducting physical research projects,

for keeping in close touch with projects in progress, and for disseminating information that studies produce. In addition, the Bureau conducts such studies as are assigned to it consistent with available personnel and equipment.

The Illinois Highway Research Council is a twelve-member group serving in an advisory capacity to the Chief Highway Engineer in matters of research. Council members represent the Illinois Division of Highways, the Federal Bureau of Public Roads, the county superintendents of highways, the city engineers, and engineering educational institutions of Illinois. The Council reviews work on active physical research projects, reviews and approves manuscripts and progress reports for work completed, and reviews and makes recommendations concerning research projects that are suggested for addition to the research program. Two meetings of the Council were held, at which time 24 suggestions for new research were given consideration. Fifty written reports of research in progress were reviewed.

In general, the physical research work may be divided into two groups: (1) that accomplished within the Division with bureau and district forces; and (2) that conducted wholly or in part by outside agencies through cooperative agreements with the Division.

The major cooperating agent is the University of Illinois. A continuing program of highway research is being carried on at the University under agreement with the Division of Highways. The program, known as the Illinois Cooperative Highway Research Program, makes available for highway research specialized personnel and equipment not available within the Division. The total Division allotment for projects conducted by contract at the University of Illinois for the period July 1, 1958 to June 30, 1959 was \$219,500. Other cooperative studies sponsored by the Illinois Division of Highways were conducted by Northwestern University and by the U. S. Geological Survey.

The Federal Bureau of Public Roads is participating in a number of individual research projects deemed to be of National interest. The projects being conducted under the Illinois Cooperative Highway Research Program at the University of Illinois and by Northwestern University are eligible for Federal participation in the amount of \$167,662 from the 1½ per cent allotment available for State-wide highway planning for the year beginning July 1, 1958.

AASHO Road Test is the most important highway research project to be undertaken in the Nation. It is sponsored by the American Association of State Highway Officials and financed by all of the states, the Federal government, and certain segments of private industry. Administration is by the Highway Research Board of the National Academy of Sciences. The State of Illinois has furnished the test site on a relocation of FAI 80 between Ottawa and LaSalle. The Illinois Division of Highways was given the responsibility of preparing the construction plans and specifications and supervising of construction. Basically the study consists of an investigation of the behavior of known thicknesses of pavement subjected to axle loadings of known magnitude and frequency.

TABLE 40,—HIGHWAY PHYSICAL RESEARCH PROJECTS IN WHICH THE DIVISION OF

HIGHWAYS PARTICIPATED IN 1958.

				See "Note" Below	e" Below
Project No.	Name of Project	Purpose	Year Under- taken	Agency Conducting Project	Co-sponsors
Ç1	Miscellaneous Highway Problems.	Develop information useful in solution of miscellaneous highway	1030	e	•
4	Highway Drainage	Develop information useful in design and spacing of inlets, inlet	1947	: ?:	<u> </u>
ıo	Riveted and Bolted Structural Joints	Provide information for use in the design of riveted and bolted	1947	2 22	
9	Performance Survey of Pavement of Route US 66	Develop information concerning the effects of design, materials, construction, traffic, and climate on the performance of pave-			
1~	Pavement Blowups	ments. Provide information concerning the causes of blowups, for use in	1949	a .	J, 52
6	Impact on Highway Bridges	developing remedies Provide information for design, on stresses caused by impact of	0.50	E .	
10	Prestressed Reinforced Concrete Highway Bridges	present-day venicles Determine behavior and develop information required for design	1950	Ϋ́ :	
11	Hydraulies of Flow at Bridges	and construction.  Compile information concerning scour near highway bridges for design, construction, and maintenance.	1951 1950 Com.	se se	નું અ અ અ અ
12	Soil Exploration and Mapping	Provide engineering soil information in the form of maps and re-	1958		
13	Lean-mix Base Widening	ports to guide highway engineers in design and construction Determine the economy of using a less-than-normal-cement-con-	1951	က	1, 2, 3
,		tent portland cement concrete base widening on projects which includes resurfacing with bituminous concrete.	1951	1a, 1d	0 0 0 0 0 1 1
77	Experimental Use of Bituminous Underseal (Route US 66, Lincoln to Sherman)	Determine effectiveness of various types of bituminous underseal materials in controlling pumping: determine quantities required	9.00	p(	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
ro ro	Experimental Study of Pavement Slab Design, Joints and Joint Sealing Compounds (Route US 66, Section 110X-5 South of Springfield)		,	,	
17	Oil-solvent Treatment	for portland cement concrete pavement construction and design Determine, by means of field experimentation, the effectiveness of an oil-solvent solution in the control of salt-scaling of concrete	1951	<b>a</b>	i, 51
19	Base Paving without Forms	pavements.  Develop equipment and methods which will permit formless placing of portland cement concrete bases for bituminous concrete	1951	<u>.</u>	! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! !
50	Lean-mix Plain Unjointed Portland Cement Concrete Base with Bituminous Concrete Surface	=	1997	14, 10, 11	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
22	Lateral Stability of Retaining Walls and Abutments	Develop improved methods of construction and design, and establish a rational method for the design of hatter piles	1959	1a, 1a, 11 3 1f	
53	Determination of Waterway Areas	Develop an improved method for determining waterway areas for drainage structures.	1952	5 00	ે જાં

	ຄາ ອ ຄຳ		1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1, 2, 3	I, 2, 3			J, 19	1, 5	H	6.		1, 2,3	1, 5, 1	1, 2
	9		1d	DI	Ja	H	<b>57</b>				ಣ	್ಷ	್ಷ	m		m	1-	_
1080	1955		1942	1 1 1	1953	1953	1953	1958 1948 Com	1958		1955	1955	1955	1958		1958	1958	1957
Evaluate the performance under heavy traffic of a bituminous concrete surface on a crushed-stone base	1. What additional highway costs can be justified to permit the use of heavier trucks than now allowed.  2. How to design pavements that will carry present and future traffic.  3. What share of highway costs should be borne by the constant.	Investigate the stability of bituminous mixtures, and the effects of mixing, transporting, placing, and weathering on the asphalt	1 2	ne the need	Description of the second of t	cracking, and shoving in bituminous surfaces.  Determine the effect of variables influencing the durability, etc.	bility, and wear resistance of soil-aggregate mixtures.  Develop usage of chemicals in stabilizing natural soils as bases and	Subbases for pavement.  Develop shoulders which will support good turf and will not rut and erode under normal conditions.	Determine and evaluate factors involved in vehicular speed regular	lation; establish warrants for speed regulation and develop application procedures; and develop methods and devices for ob-	Provide information that will aid in the scientific design of small	tructures hydraulic	designers	Develop and evaluate ideas for more effective and economical roadside development and maintenance equipment	Determine minimum desirable widths and cross sections for medians of divided highways in relation to safety, service and econo-	Develop improved methods of signaling signing and marking	lanes for left and right turns and for reversible traffic flow.  Improve riding quality of pavements through a systematized	vice for measuring smoothness.
Butummeus Surfacing on Flexible Base		Bituminous Surfacing Investigation	Paints, Enamels, and Sign Materials	seafing of Joints and Cracks in Portland Cement Concrete Pavement	Channeling, Cracking, and Shoving of Bituminous Surfaces.	Soil-Aggregate Mixtures for Highway Pavement	Chemical and Physico-Chemical Stabilization of Soils.	Experimental Shoulder Stabilization.	Vehicular Speed Regulation		Flood Flows from Small Drainage Areas	Development of Bridge-Site Reports	Equipment for Establishment and Maintenance of	tions for Medians of Divided		Lane Use Controls	Road Smoothness.	
36	Í	\$5 5.5	<b>E</b>	<del>2</del>	<del>기</del>	9	17	īc	£6		T.C.	15	28	59		3	7	

Note: Agencies taking part in physical research activities:

1. Division of Highways
a. Bureau of Research and Planning
b. Bureau of Construction
c. Bureau of Design
d. Bureau of Materials
e. Bureau of Traffic
f. Highway Districts

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Federal Bureau of Public Roads
University of Illinois
Research Council on Riveted and Bolted Joints
U. S. Geological Survey
For more detailed information of AASHO Road Test and the agencies conducting the project, see page 169 of this section.
Northwestern University

The project includes six test loops located along an eight-mile right-of-way. Each loop contains two test tangents, with portland cement concrete pavement on one side of the dividing strip, and bituminous concrete pavement on the other side. There are a total of 836 separate test sections in the test tangents with various combinations of surface, base, and subbase thicknesses. Test tangents in the four major loops are 6,500 feet in length. The loop which will carry light traffic has 4,400-foot test tangents, and the loop which will carry no test traffic has 2,200-foot tangents.

Axle loads applied to the pavements vary from pickup truck axle loads of 2,000 lbs. to truck tandem-axle loads of 48,000 lbs. Test vehicles are being driven over the pavements 18 hours a day, six days a week, for two years. Sixteen bridge spans at four locations are be-

ing tested.

The Illinois Division of Highways, in 1955, 1956 and 1957, completed the necessary surveys, purchased the right-of-way, prepared the plans and specifications for the earthwork and necessary grade separation structures, and placed under contract all construction work. Construction work began in 1956 and was concluded in 1958. The principal construction activity in 1958 was the placing of the portland cement concrete and bituminous concrete test pavements. Finishing shoulders, grading slopes, and seeding concluded the construction operation. Test truck operation over the pavements began on October 15, 1958.

Test trucks are being operated by men of a special unit of the U. S. Army Transportation Corps stationed at the site. The experimental studies are being conducted under the direction of the Highway Research Board of the National Academy of Sciences. The Illinois Division of Highways has assigned an engineering task force to assist the academy in the experimental work.

Test trucks are expected to be operated over the pavement continuously until September 1, 1960. Tests of a special nature will be conducted thereafter through November 1960. The findings are sched-

uled to be reported to Congress in 1961.

Information derived from this project will enable highway administrators on both the Federal and State levels to better understand and compare the behavior of portland cement concrete and bituminous concrete pavement on flexible base pavements under various loads and to attain greater service and economy in highway construction. The knowledge that is gained will be of further assistance in an equitable apportioning of user taxes and in the establishment of economical vehicle weight limits.

Summarized information concerning the more important physical research projects is given in Table 40. More detailed data concerning these projects may be found in the "Seventh Annual Summary of the Physical Highway Research Program of Illinois", Bu-

reau of Research and Planning-1958.

## IX. TRAFFIC

- 1. GENERAL.—Providing for traffic operation on State high-ways and administering the provisions of the Safety Responsibility Law are duties of the Bureau of Traffic. The work is accomplished by two sections established in the Bureau: (1) Traffic Operations, and (2) Safety Responsibility. Details of the work performed under each of these sections are given in the following paragraphs and tables.
- 2. TRAFFIC OPERATIONS.—It is the responsibility of the Traffic Operation Section to purchase the equipment and supplies for the sign and zone marking program; check traffic signal plans and inspect traffic signal installations both on the primary system and on county and city motor fuel tax projects; issue permits for vehicles and loads exceeding the legal maximum in size and weight; conduct engineering studies and traffic investigations which include speed zone surveys; and compile accident statistical reports from the safety responsibility files.

Traffic investigations, preparation of signal plans, and maintenance of signs and pavement markings are operations at the district

level.

(a) Highway Signs.—There were 265,000 signs on State highways at the end of 1958. Of these, 6,000 were newly erected signs

and 91,000 were rehabilitated and replaced during the year.

The State Penitentiary at Pontiac rehabilitated 6,092 signs of which 3,596 were reflectorized. The Penitentiary also sold to the Division 46,238 new signs of which 3,287 were aluminum and 42.951 were steel. Reflectorization material was applied to 26,133 of these.

The district sign shops were supplied with 128,700 square feet of beaded material for reconditioning signs. Approximately 86,000 signs were rehabilitated in the district sign shops at an average cost of \$2 per sign, exclusive of reflectorizing material.

(b) Pavement Marking.—The method of applying the standard centerline and laneline markings, consisting of 15 feet of white followed by 25 feet of black paint in one operation, was continued during 1958. The yellow no-passing zone lines were also applied simultaneously with the center lines.

Approximately 100,000 feet of hot-plastic lines were installed, by contract, at various locations on Congress Street Expressway and North Avenue. These were applied as a continuation of earlier experiments with this type of material. The total cost was \$44,748.44.

Seven edge-striping machines were purchased during the year at an average cost of \$13,000. These machines have a capacity of 250 gallons, and are used solely for edge-striping. Each of Districts 2, 8, and 10, with two centerline striping machines, converted one machine for edge-striping.

Solid-white pavement edge-lines, 4 inches wide, were applied on 1,430 miles of the State highway system. This application was based on a policy of edge-striping all curves of less than 3,000-foot radius and hazardous locations such as narrow-bridge approaches and abrupt changes in pavement width.

Beads are applied to the white and yellow lines. The average cost of application of zone marking was \$11.77 per mile, exclusive

of materials.

The following tabulation shows quantities, mileages, and costs of the zone marking program for 1958.

Types of Material	Miles of Traffic Line	Gallons of Material	Pounds of Beads	Total Cost	$egin{array}{c}  ext{Cost per} \  extbf{Mile}^1 \end{array}$
TarAsphalt	12, 103 3, 321 15, 694 2, 839 1, 758 737	123, 695 33, 895 160, 080 53, 002 40, 638 34, 199	730, 261 253, 655 193, 617 167, 602	2\$ 84, 517.55 216, 886.29 537, 292.81 151, 164.28 2102, 775.97 97, 079.34	\$ 18.78 16.86 34.24 53.28 70.23 131.72
Totals	36, 452	445, 509	1, 345, 135	\$989, 716.24	

<sup>1</sup> Cost per mile is based on application and material costs as if each line were run separately. Application costs were \$11.77 per mile.

<sup>2</sup> Contains only material costs since these lines were marked simultaneously with and were accessory to the white dash line.

Traffic Signals.—At the close of 1958, there were 2,296 traffic control signals, 224 flashing beacons, and 369 flashing school crossing signals in place on all State highways. The traffic control signals consisted of 1,522 fixed-time and 774 actuated signals, most of which were installed in incorporated municipalities by local authorities with motor fuel tax funds.

The following new installations were made with State funds during 1958:

#### TRAFFIC CONTROL SIGNALS

US 14 and Ill. 176 near Crystal Lake

Ill. 62 and Ill. 25 east of Algonquin

Lewis Avenue and Wadsworth Road southwest of Zion

US 41 and 22nd Street near North Chicago

Ill. 19 and Ill. 53 west of Itasca

US 45 and Ill. 173 east of Antioch

US 45 and Ill. 132 west of Gurnee

Washington Street and Green Bay Road (Ill. 131) west of Waukegan

Ill. 21 and Ill. 63 Libertyville

US 34 and Ill. 47 north of Bristol

Ill. 17 and Interstate 57 ramps east of Kankakee

US 24 and Ill. 9 at Orchard Mines

US 45 and Kirby Street in Champaign

Alt. US 67 and Bend Road east of Venice

Ill. 7 and 49th Avenue near Oak Lawn

Simpson Street and Central Park Avenue near Skokie

Cicero Avenue (Ill. 50) and 83rd Street north of Hometown

TRAFFIC 1.75

Madison Street and Congress Expressway Frontage Road near Maywood

Higgins Road (III. 72) and Arlington Heights Road in Elk Grove

Village

Central Road and Arlington Heights Road south of Arlington Heights

Forest Preserve Drive and Montrose Avenue northeast of Norridge

Grand Avenue and Mt. Prospect Road northwest of Northlake 31st Street, Kenman Avenue and Grand Boulevard near Brookfield

Lawrence Avenue and Canfield Road near Harwood Heights
North Avenue (Ill. 64) and Railroad Avenue near Melrose Park
Higgins Road (Ill. 72) and East River Road near Park Ridge
79th Street and Narragansett Avenue near Oak Lawn
Dundee Road (Ill. 68) and Elmhurst Road (Ill. 83) in Wheeling
96th Avenue (US 45) and 131st Street near Orland Park
Algonquin Road (Ill. 62) and Elmhurst Road (Ill. 83) west of
Des Plaines

Wolf Road and Oakton Street (Ill. 62) in Des Plaines
Evanston-Elgin Road (Ill. 58) and Arlington Heights Road south

of Arlington Heights

Talcott Road (Ill. 62) and Dee Road near Park Ridge Willow Road and Shermer Road north of Glenview 147th Street (Ill. 83) and Kedzie Avenue in Midlothian Ridgeland Avenue and 39th Street in Stickney

Elmhurst Road (Ill. 83) and Euclid Avenue east of Arlington Heights

Oak Park Avenue and Gunnison Street near Norridge

Elmhurst Road (Ill. 83) and Camp McDonald Road east of Arlington Heights

87th Street and Central Avenue in Oak Lawn

Oakton Street and Prospect Avenue in Park Ridge

Roosevelt Road (Alt. US 30) and Mayfield Avenue in Cicero Milwaukee Avenue (Ill. 21) and Glenview Road west of Glenview

Milwaukee Avenue (III. 21) and Greenwood Avenue west of Glenview

Higgins Road (Ill. 72) and Wolf Road near O'Hare Field Mannheim Road (US 12, 45) and Touhy Avenue south of Des Plaines

Ogden Avenue (US 34) and 39th Street in Lyons Archer Avenue (Ill. 4A) and Roberts Road in Bedford Park Halsted Street (Alt. Ill. 1) and 147th Street in Harvey Golf Road (Ill. 58) and Greenwood Avenue north of Park Ridge Elmhurst Road (Ill. 83) and Oakton Street west of Des Plaines Busse Road (Ill. 83) and Oakton Street west of Des Plaines Lawrence Avenue and East River Road east of Schiller Park Cermak Road (Ill. 55) and First Avenue Cut-off east of

Broadview

First Avenue and Cermak Road Cut-off east of Broadview Ridgeland Avenue and 111th Street near Worth First Avenue and Thatcher Avenue in River Grove Halsted Street, Broadway and Alt. Ill. 1 Cut-off near Chicago Heights

Des Plaines Avenue and 26th Street near Riverside State Road and 79th Street south of Bedford Park Harlem Avenue (Ill. 42A) and 79th Street in Bridgeview

### FLASHING BEACONS

Ill. 31 and Mooseheart entrance

Ill. 1 and Ill. 141 north of Omaha

US 45 and Ill. 141 east of Gossett

Ill. 128 and Ill. 33 west of Beecher City

Contracts were also awarded for the altering and rehabilitation of many previously installed signals because of increased capacity requirements.

The contract for maintenance of traffic signals, lighting systems, and pumping station systems in Districts 1 and 10 for the first year of the biennium was renewed for the second year. The 1958 contract, amounting to \$478,422.76, was \$9,469.56 more than the original award because new installations were added.

- (d) Permits.—During 1958, a total of 74,486 special permits was issued for the transportation over State highways of vehicles and loads whose dimensions or weights exceeded the legal maximum. This compares with a total of 59,536 issued during 1957. The Chicago office issued 8.830 permits; Effingham, 12,056; and Springfield, 53,600.
- (e) Engineering Studies and Traffic Investigations.—Engineering studies and traffic investigations during the year totaled more than 112,000 man-hours. The studies included: (1) investigation of hazardous intersections and locations, (2) special studies for traffic control devices, (3) special studies for municipalities, and (4) speed zone surveys, etc. The major activity in this field during the year was centered around a speed control program brought about by the new speed limit law which became effective on July 1, 1957. At the end of 1958, which completed an 18-month period of operation, a total of 2,649 speed zones had been surveyed. These zones represented 1,472 miles of State highways both in urban and rural districts. Of the 2,649 zones surveyed, 154 had been newly established, 1,460 had been raised, 268 had been lowered, and 767 had been revaluated and the existing zones found adequate to meet the traffic operational and traffic safety requirements.
- (f) Expenditures and Costs.—Expenditures and costs are summarized in the following series of tables. Table 41 shows total cash expenditures and costs for traffic operations for 1958; Table 44 compares the 1957 and 1958 costs for traffic operations according to the type of work, exclusive of costs of expressways; Table 42 shows traffic control costs of expressways; and Table 43 shows construction funds expended by authorization during 1958.

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TABLE 41.—ANNUAL STATEMENT SHOWING EXPENDITURES AND COSTS DURING 1958 FOR TRAFFIC OPERATIONS.

Accounts	Expenditures	Costs
Direct charges: Upkeep of signs, signals, markings, and lighting	\$2, 547, 336.21	1\$2, 547, 858, 44
Administration and engineering: District offices	516, 024.79 171, 285.21	516, 024.79 171, 285.21
Subtotal	\$3, 234, 646.21	\$3, 235, 168.44
Equipment	\$218, 165.65	2\$69, 744.79
Interdepartmental charges		31, 419.57
Total	\$3, 452, 811.86	\$3, 273, 493.66

<sup>&</sup>lt;sup>1</sup> Includes actual expenditures for calendar year 1958, less \$31,138.66 (December 1957 payroll paid in January 1958), plus \$31,660.89 (December 1958 payroll paid in January 1959.)

<sup>2</sup> Equipment depreciation figured on straight-line basis.

TABLE 42.—TRAFFIC OPERATION COSTS FOR 52.11 MILES OF EXPRESSWAYS FOR 1958.

Account	Total Cost	Average Cost Per Mile
Signs Pavement marking Highway lighting Traffic signals	\$ 12,892.31 26,825.78 167,896.64 18,188.93	\$ 247.41 514.79 3,221.96 349.05
Total cost	\$225, 803.66	\$4, 333.21

TABLE 43.—FUNDS EXPENDED FOR CONSTRUCTION BY AUTHORIZATION FOR TRAFFIC CONTROL PURPOSES DURING 1958.

District	Amount
	\$63, 891.
	63, 905.
	37, 278.
	60, 972.
	39, 128.
	43, 515.
	23, 712.
	82, 012.
	60, 688.
	55, 300.
Total	\$530, 406.

(g) Traffic Accidents.—Accident information was taken from drivers' reports and distributed as in former years with 1,798 cases called to the attention of district engineers for correcting alleged deficient highways or for apprehending those who damaged highway structures. Accident records were furnished the districts for studying 64 specific locations.

Over 300 sets of State-wide and rural traffic accident statistical summaries were distributed each month. Semiannual lists of accident

TABLE 44.—COMPARISON OF TRAFFIC OPERATION COSTS FOR 1957 AND 1958.

	16 for 13	1957 Costs <sup>2</sup> for 14,414.25 Miles	10	for 1	1958 Costs <sup>2</sup> for 14,399.75 Miles	10	Change	ge
Account	Total	Per Cent of Total	Per Mile	Total	Per Cent of Total	Per Mile	Total	Per Mile
Signs. Pavement marking. Highway lighting. Traffic signals.	\$1, 448, 942.13 943, 289.26 29, 500.63 379, 211.39	51.73 33.68 1.05 13.54	\$100.52 65.44 2.05 26.31	\$1, 524, 406.07 1, 077, 867.04 31, 428.76 413, 988.13	50.02 35.37 1.03 13.58	\$105.87 74.85 2.18 28.75	+\$75, 463.94 +134, 577.78 +1, 928.13 +34, 776.74	+\$5.35 +9.41 +2.44
Total costs.	\$2, 800, 943.41	100.00	\$194.32	\$3,047,690.00	100.00	\$211.65	+\$246,746.59	+\$17.33

<sup>1</sup> Costs of expressways not included.
<sup>2</sup> Costs include administration and engineering expense of district offices and a pro rata share of the central office expense.

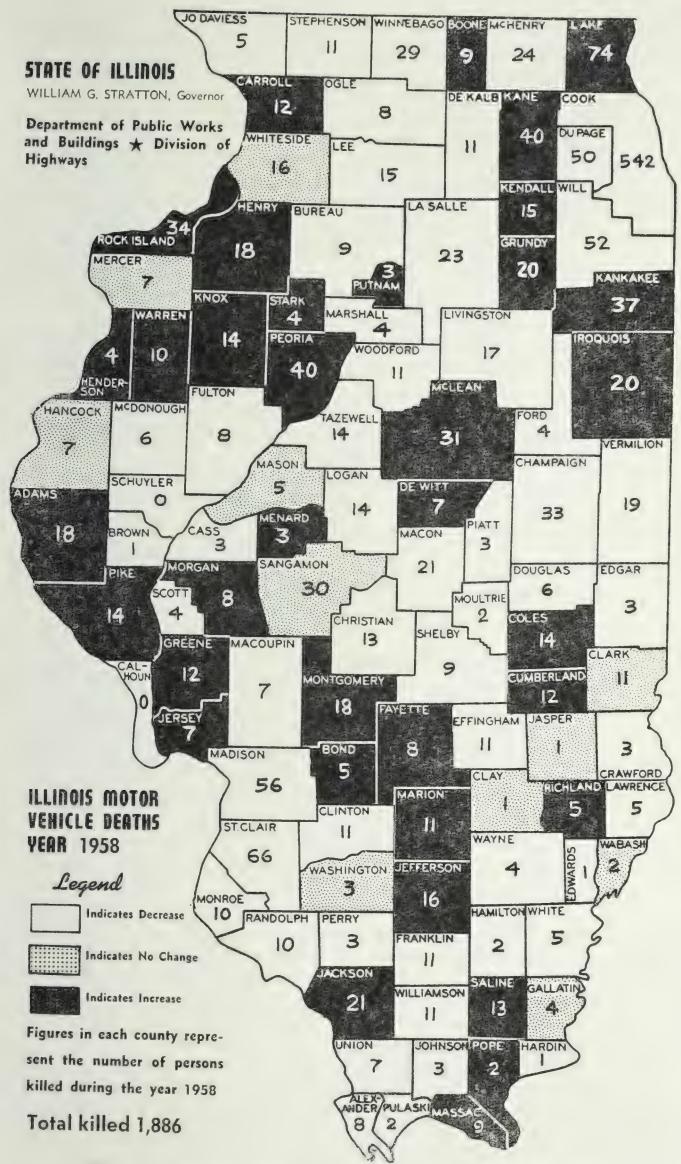


Figure 12.—Deaths caused by motor vehicles in each county during 1958.

statistics arranged by county and city were prepared. Special information was collected and disseminated on the following subjects:

School bus accidents: House-trailer accidents:

Ran-off-roadway accidents:

Pedestrian accidents (all ages);

Young pedestrians in traffic accidents;

Expressway accident summary and spot map;

Accidents involving motor scooters or motor bicycles; Accident rates at rural primary highway intersections;

Accident experience under varied degrees of access control; and Accident rates before and after channelization of intersections. Six issues of the "Highway Bulletin" were distributed at the

average rate of 125,000 copies per issue as in previous years.

One issue of a leaflet entitled "Accident Facts" was printed in two colors displaying for the first time annual and other pertinent accident statistics in popular style. This activity was undertaken in conjunction with the Division of Traffic Safety of the Department of Public Safety. The larger proportion of the 250,000 issue was distributed by the Division of Traffic Safety.

The number of traffic accidents occurring in cities and rural areas (rural areas include incorporated places of less than 2,500 population) is shown in the following tabulation for the 1958 year.

Location	Number of Accidents
City of Chicago	108, 084
Cities 2,500 to 500,000	
Rural areas	41, 433
Total	207, 234

No attempt is made to compare the number of accidents given above for 1958 with those reported in similar statistics for 1957 because the figures above include all accidents while the 1957 figures did not include those with no injury and less than \$100 property damage. In the number of accidents reported for Chicago, those reported by the police which were not reported by the drivers amounting to 38,837 accidents are included in the 1958 total.

A comparison of the injuries, deaths, and death rate from motor vehicle accidents for 1957 and 1958 follows:

Item	1957	1958	Per Cent Change
Fatalities	2, 096 91, 693 133, 971 6.2	1, 886 98, 044 34, 955 5. 4	$ \begin{array}{r} -10.0 \\ +6.9 \\ +2.9 \\ -12.9 \end{array} $

Various aspects concerning motor vehicle accidents in Illinois are summarized in the next few pages. Figure 12 shows the geographical distribution of accidents in Illinois. Table 45 lists the contributing factors concerning rural accidents, Table 46 gives the type of accident, and Table 47 summarizes accident statistics in cities.

<sup>&</sup>lt;sup>1</sup> Millions of vehicle miles. <sup>2</sup> Deaths per hundred million miles of travel.

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TABLE 45.—CONTRIBUTING CIRCUMSTANCES OF MOTOR VEHICLE ACCIDENTS IN 1958.1

Contributing Circumstance	Total A	ceidents	Fatal Accidents		
of Accident	Number	Per Cent	Number	Per Cent	
Improper speed	4, 396 3, 787 3, 330 1, 785 1, 746 1, 500 1, 255 1, 088 1, 038 952 85	15.5 13.3 11.7 6.3 6.1 5.3 4.4 3.8 3.7 3.4 0.3	188 53 7 38 99 89 8 19 48 32 7	26.3 7.4 1.0 5.3 13.8 12.4 1.1 2.7 6.7 4.5	
None of the above reported	7, 427	26.2	127	17.8	
Total	28, 389	100.0	715	100.0	

<sup>&</sup>lt;sup>1</sup> Includes only accidents occurring on Interstate, U.S., or Illinois numbered routes traversing rural areas and cities having less than 2,500 population.

TABLE 46.—REPORTED MOTOR VEHICLE ACCIDENTS IN 1958 BY TYPES OF COLLISION WITH RESULTING INJURIES AND DEATHS.

	Acc	Accidents		ns Killed	Persons Injured	
Type of Accident	Number	Per Cent	Number	Per Cent	Number	Per Cent
Collision with:						
Pedestrian	9, 979	4.8	381	20.2	10,004	10.
Other motor vehicle	175, 041	84.5	783	41.5	73, 740	75.
Railroad train	552	0.3	106	5.6	353	0.
Street car	76				51	0.
Animal drawn vehicle	37		2	0.1	28	0.
Bicycle	2, 219	1.1	31	1.6	2, 051	2.
Animal	477	0.2	2	0.1	123	0.
Fixed object	8, 252	4.0	286	15.2	4, 501	4.
Other object	1, 368	0.6	5	0.3	590	0.
Overturned in roadway	1, 406	0.7	52	2.8	1, 155	1.
Ran off roadway	6, 830	3.3	223	11.8	4, 819	4.
Other noncollision	997	0.5	15	0.8	629	0.
Total	207, 234	100.0	1,886	100.0	98, 044	100.

3. SAFETY RESPONSIBILITY.—The Safety Responsibility Law requires that drivers and owners of vehicles involved in accidents which result in property damage in excess of \$100 to any one person or in death or personal injury, to file accident reports with the Department of Public Works and Buildings. The Safety Responsibility Section of the Bureau of Traffic receives these reports, determines the financial responsibility status of the owners and operators, and certifies to the Secretary of State the names of those who fail to provide proof of financial responsibility.

In 1958, 176,665 motor vehicle accidents were reported by drivers. Of these, an estimated 37,400 were of less than minimum property damage and no action was taken, but the remainder were processed for compliance with the Safety Responsibility Law. From these accident cases, the names of 38,920 persons were certified to the Secretary of State to deposit an aggregate amount of \$24,012,785. Of these, 10,679 persons belatedly complied with the law and actions in their cases were rescinded.

TABLE 47.—REPORTED TRAFFIC ACCIDENTS IN 1958 IN CITIES OF 5,000 OR MORE POPULATION.

City	Population in 1950	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Alton	32, 550	669	5	5	203	313	461
Arlington Heights	8, 768	297	1 3	1	102	148	194
AuroraBatavia	50, 576 5, 838	1, 136 75	3	3	344 24	494 38	789 50
Beardstown	6, 080	61			17	21	44
Belleville	32, 721	696			265	374	431
BellwoodBelvidere	8, 746	330 128			122 39	198 52	208 89
Benton	9, 422 7, 848	57			14	20	43
Berwyn	51, 280	1, 016	4	4	350	546	662
Bloomington	34, 163	698	1	1	241	340	456
Blue Island Bradley	17, 622 5, 699	369 77	$\frac{1}{2}$	$\frac{1}{2}$	127 25	186	241 50
Broadview	5, 196	150			55	75	95
Brookfield	15, 472	239	1	1	77	105	161
Cairo	12, 123	133	1	1	30	36	102
Calumet City	15, 799 11, 927	487 133	5	6	$\begin{array}{c} 156 \\ 32 \end{array}$	265 39	326 101
Carbondale	10, 921	183	2	2	46	58	135
Carlinville	5, 116	31			6	9	25
Carmi	5, 574	55			14	19	41
Centralia Champaign		222 1, 021	2 2	$\frac{2}{2}$	67 256	105 370	153 763
Charleston	9, 164	98			28	43	70
Chester	5, 389	42			12	18	30
Chicago	3, 620, 962	108, 084	311	326	28, 189	39, 919	79, 584
Chicago Heights Cicero	24, 551 67, 544	656 1, 659	3 9	3 10	215 548	363 807	438 1, 102
Clinton	5, 945	1, 005	1	10	15	20	50
Collinsville	11, 862	117			36	65	81
Crevecoeur	5, 499	48			12	18	36 638
Danville Decatur	37, 864 66, 269	923	2 12	2 13	283 469	410 660	927
DeKalb	11, 708	208	12	10	40	58	168
Des Plaines	14, 994	584	2	2	200	341	382
Dixon	11, 523	221	1	1	48	67	172 115
Dolton Downers Grove	5, 558 11, 886	175 232	1 1	2 1	59 71	91	160
DuQuoin.	7, 147	50	1	î	12	18	37
East Alton	7, 290	131	1	1	46	66	84
East Moline	13, 913	270	1	1	78	113 160	191 240
East Peoria East St. Louis	8, 698 82, 295	348 1, 392	2 14	2 14	106 498	739	880
Edwardsville	8, 776	128	2	2	42	59	84
Effingham	6, 892	124	1	1	36	49	87
ElginElmhurst		844 495	4 3	5 3	252 142	378 254	588 350
Elmwood Park	21, 273 18, 801	386	2	2	131	210	253
Evanston	73, 641	1, 335			389	600	946
Evergreen Park		450	1	2	176	281	273 90
Fairfield Flora		108 55	1	1	17 20	26 25	35
FloraForest Park	14, 969	356	1	1	121	162	234
Franklin Park	8, 899	442			141	250	301
Freeport	22, 467	370	4	3	123 129	172 190	243 413
Galesburg Geneva	31, 425 5, 139	545 159	3 2	2	34	53	123
Glencoe	6, 980	131			36	66	95
Glen Ellyn	9, 524	157	****		45	66	112
Glenview		167	1	1 1	41 162	55 249	125 287
Granite City Harrisburg	29, 465 10, 999	450	1	1	34	47	64
Harvey	_   20, 683	667	5	5	234	374	428
Herrin	9, 331	108			. 26	33	82 359
Highland Park	16, 808	493	1	1	133 55	216 96	142
Hinsdale Hometown		198 58	1	3	22	32	35
Homewood	5, 887	145			43	71	102
Hoopeston	5, 992	81		1	23	35	57 172
Jacksonville		251 84			79 26	110	
Jerseyville Joliet	F4 001	1, 264		8	356	521	900
Kankakee	25, 856	570			180	255	
Kewanee	16, 821	145		4	41 89	55 125	
LaGrange	12,002	334			- 89	140	290

TABLE 47.—Concluded.

Y # An					1		
City	Population in 1950	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
LaGrange Park	6, 176	134			43	75	91
Lake Forest	7, 819	149	1	1	46	91	102
Lansing	8, 682	189	1	1	.58	86	130
LaSalleLawrenceville	12, 083 6, 328	165 82			45 25	65 42	120
Libertyville	5, 425	108	1	1	28 28	51	56 79
Lincoln .	14, 362	182	*		68	95	114
Litchfield	7, 208	72	1	1	23	33	48
Lombard Loves Park	9, 817 5, 366	143 120			35 42	50 52	108 78
Lyons	6, 120	226	1	1	85	134	140
Macomb	10, 592	158	2	2	35	42	121
Madison Marion	7, 963 10, 459	99	1	1	27 37	46 52	72 94
Mattoon	17, 547	278	2	2	91	139	185
Maywood	27, 473	674	1	ī	230	334	143
Melrose Park Mendota	13, 366	634	1	1	233	374	4()()
Metropolis	5, 129 6, 093	77 55			18 17	24 25	59 38
Moline	37, 397	915	9	9	235	351	671
Monmouth	10, 193	133			31	44	102
Morris	6, 926 8, 732	98 95	2	2	$\frac{22}{34}$	27	74
Mt. Vernon	15, 600	95 253	1	1	5± 69	100	61 183
Murphysboro	9, 241	123	î	2	33	54	89
NapervilleNormal	7, 013	105			31	39	7.1
North Chicago	9, 772 8, 628	103 251	$\begin{bmatrix} 1 \\ 2 \end{bmatrix}$	1 3	37 67	50 102	65 182
Oak Lawn	8, 751	463	3	3	159	249	301
Oak Park	63, 529	1, 355	2	3	450	713	903
Olney Ottawa	8, 612 16, 957	$\begin{bmatrix} 90 \\ 320 \end{bmatrix}$	$\begin{bmatrix} 1 \\ 2 \end{bmatrix}$	$\begin{bmatrix} 1 \\ 2 \end{bmatrix}$	24 86	34	65
Pana	6, 178	58 58	1	$\frac{2}{2}$	17	114	232 40
Paris	9, 460	117	î	1	37	55	79
Park Forest	8, 138	119			43	59	76
Park Ridge Pekin	16, 602 21, 858	374 383	$\begin{bmatrix} 1 \\ 2 \end{bmatrix}$	$\begin{bmatrix} 1 \\ 2 \end{bmatrix}$	120 130	$\begin{bmatrix} 201 \\ 173 \end{bmatrix}$	$   \begin{array}{r}     253 \\     251   \end{array} $
Peoria	111, 856	2, 408	7	7	721	1,000	1, 680
Peoria Heights	5, 425	32			11	1.5	21
PeruPontiac	8, 653 8, 990	121 118	1	1	41 22	60   34	80 95
Princeton	5, 765	64		1	11	15	53
Quincy	41, 450	718	8	8	207	306	503
Rantoul Riverdale	6, 387	116			30	40	86
River Forest	5, 840 10, 823	184 398	1	2	63 133	119 210	$\frac{120}{265}$
Riverside.	9, 153	163	1	1	59	110	103
Robinson Rochelle	6, 407	64			21	30	43
Rock Falls	5, 449 7, 983	81 162	1	1	13 52	20 76	68 109
Rockford	92, 927	1, 883	10	10	597	836	1, 276
Rock Island	48, 710	1,044	3	3	268	391	773
Savanna	6, 159 5, 058	76 48			17 5	30	59
Skokie	14, 832	1, 221	1	1	447	775	43 773
Springfield	81, 628	1, 370	5	5	466	705	899
St. Charles Sterling	6, 709 12, 817	181 297	1	1	52	83	128
Streator	16, 469	297	1	1	72 60	97 87	$\frac{224}{151}$
Summit	8, 957	248			82	118	166
SycamoreTaylorville	5, 912	89			15	20	74
Urbana	9, 188 22, 834	123 492	1	1	41 133	66 214	82 358
Vandalia	5, 471	88	1	1	29	44	59
Venice Villa Park	6, 226	74	1	1	26	34	47
Washington Park	8, 821 5, 840	194	1	1	63	101	130
Waukegan	38, 946	701	2	2	$\frac{12}{224}$	$\frac{19}{327}$	18 535
West Frankfort	11, 384	98			34	48	64
Western Springs Wheaton	6, 364 11, 638	121 253			31	43	90
Wilmette	18, 162	472	$\begin{bmatrix} 2\\2 \end{bmatrix}$	$\begin{bmatrix} 2\\2 \end{bmatrix}$	76 157	$ \begin{array}{c c} 94 \\ 253 \end{array} $	175 313
Winnetka	12, 105	270	1	1	50	70	219
Wood River	10, 190	179	2	2	64	92	113
Zion	7, 192 8, 950	90  -	2	2	$\begin{bmatrix} 24 \\ 32 \end{bmatrix}$	32 50	66 es
	0,000	120	۵ ا	2	•12	50	86

## X. MACHINERY

1. GENERAL.—The Bureau of Machinery, under the direction of the Superintendent of Transportation, strives to maintain a high standard of performance in the inspection, service, and repair of all automotive and related equipment assigned to the Division of Highways and to other agencies of the State government.

The repairing and servicing of the many pieces of automotive equipment and machinery operated by the State was handled in 14 highway garages located at the following strategic points: Elgin, Dixon, Ottawa, Watseka, Peoria, Monmouth, Paris, Champaign, Springfield, Effingham, East St. Louis, Carbondale, Chicago North Side, and Chicago South Side. The Bureau operates these garages with the cooperation of the district engineers and through garage foremen, three traveling garage superintendents, and one traveling accountant.

2. SPECIFICATIONS AND PURCHASES.—The Bureau prepares and furnishes specifications to the State Division of Purchases and Supplies for all automotive vehicles, equipment, repair parts, and supplies needed by the State in the operation and servicing of State-owned vehicles. Instructions are also prepared to inform the various departments and the vendors of the conditions, terms, and method of billing required by the State.

With the specifications furnished by the Bureau, the State Purchasing Agent calls for bids to supply the items needed. The bids obtained are reviewed with the aid of the Bureau and recommendations made to the State Purchasing Agent for his approval before awards are made.

- 3. INVENTORIES.—A perpetual inventory of all parts and supplies is kept for each of the 14 garages. From this record, monthly inventory statements of commodities at cost and data for determining charge-out prices are available. A record of parts and supplies in each garage is kept by means of a Kardex system which facilitates keeping an adequate supply of fast-moving parts and simplifies semiannual inventories. Inventories of items seldom needed are kept at a minimum by transferring between garages.
- 4. SERVICES, EQUIPMENT, AND BUILDINGS.—Experienced and qualified personnel are employed to provide prompt service and repairs to State vehicles. By this service and periodic inspection, State vehicles are kept in the best operating condition at a saving in time and cost.

- (a) Services.—In addition to servicing State vehicles with gasoline and oil, each garage issues job invoices for a variety of services. Included are: washing and polishing; battery installation and charging; lubrication; motor tune-up; brake adjustment and relining; tire and tube installation and repair; wheel balancing; body repair and fender work; safety inspection; complete motor overhauling; and new motor installation.
- (b) Equipment.—Every effort was made to keep all State-owned vehicles in the best and safest operating condition. Semi-annual safety inspection adopted in 1946 continued in 1958. Passenger cars were inspected in January and July and trucks in April and October. New garage equipment was acquired to replace obsolete or worn-out items and new cars and trucks replaced those with high mileage. A summary of the motor vehicles acquired for use of all State departments is given below:

Source	Passenger Cars	Trucks	Ambulances	Buses	Total
Purchased new	603 11	441 55	1 2	3 5	1, 048 73
Total	614	496	3	8	1, 121

(c) Buildings.—The enlargement to the garage in the district highway building at Carbondale and the new garage previously completed at Watseka were put into operation in 1958. In addition, construction began on a garage at the new district highway office in Paris and enlargements are being made to the Chicago South Side garage.

At other places where garages are being rented, the Bureau is investigating the acquisition of sites for State garages to avoid the high cost of rental.

- 5. STATE GARAGE REVOLVING FUND.—The State Garage Revolving Fund began in 1941 by legislation which appropriated working capital for State garage operations. With this capital and the garage equipment that the Division of Highways had at that time, the State garages began operations on a basis similar to private garages. Since then, \$300,000 of the original advance of operating capital has been repaid to the State General Revenue Fund, garage equipment has been modernized, and new garages equipped. The balance sheet shown in Table 48 gives the status of the State Garage Revolving Fund at the end of 1957 and 1958. The earned surplus at December 31, 1958 of \$1,044,034.80 indicates the good financial condition of the fund.
- 6. OPERATING COSTS AND STATISTICS.—The tabulating section of the Bureau prepares monthly cost reports for all passenger cars and trucks. Mileage and operating costs of each vehicle are furnished semiannually in June and December of each year to the respective departments. This information permits the department heads

to determine those vehicles that have become costly to operate and should be replaced, and to single out cars and trucks that are being driven excessive mileage.

A summary of the operating cost of automotive equipment used by the Division of Highways during 1958 is shown in Table 49.

TABLE 48.—STATE GARAGE REVOLVING FUND BALANCE SHEET AT THE END OF 1957 AND 1958.

	At Decei	mber 31	
ASSETS	1957	1958	
Current assets: Cash Accounts receivable Inventories	\$205, 781.33 251, 692.97 659, 264.68	\$301, 060.09 309, 635.29 610, 749.10	
Fixed assets: Garage machinery and equipment Office equipment Passenger cars and trucks	272, 428.33 32, 140.87 39, 287.59	265, 347, 59 35, 363, 59 48, 230, 23	
Total assets	\$1, 460, 595.77	\$1, 570, 385.89	
LIABILITIES			
Current liabilities: Accounts payable	\$98, 089, 61 25, 622, 26	\$99, 619.42 26, 625.02	
Long-term debt: Due General Revenue Fund (SB 548-63rd G.A.)	200, 000.00	200, 000.00	
Fixed liabilities:  Due Division of Highways:  Initial parts inventory (July 1,1941)  Initial equipment inventory (July 1, 1941)	44, 196, 47 155, 910, 18	44, 196, 47 155, 910, 18	
Total liabilities	\$523, 818.52	\$526, 351.09	
SURPLUS			
Earned surplus	936, 777.25	1, 044, 034.80	
Total liabilities and surplus	\$1, 460, 595.77	\$1, 570, 385.89	

# TABLE 49.—SUMMARY OF OPERATING COSTS OF AUTOMOTIVE EQUIPMENT USED BY THE DIVISION OF HIGHWAYS DURING 1958.

#### PASSENGER CARS

Total passenger cars       627         Total miles traveled       10,628,018         Average mileage per car       16,951         Average operation cost per mile       \$0.0608	Total gasoline consumption, gallons705, 129 Average mileage per gallon of gasoline 15.07 Total oil consumption, quarts 29, 876 Average mileage per quart of oil 355.7
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#### DETAILS OF PASSENGER CAR OPERATING COSTS

Item Classification	Amount	Average Cost Per Mile	Per Cent of Total Cost
Gasoline Oil Washing and lubrication Repairs—labor Repairs—parts Tires Tubes Batteries and miscellaneous Antifreeze Storage Depreciation	\$210, 952.18 13, 455.54 12, 546.80 56, 659.46 53, 518.10 29, 280.99 1, 010.47 3, 862.05 2, 971.51 5, 906.05 256, 267.76	\$0.0198 .0013 .0012 .0053 .0050 .0028 .0001 .0004 .0003 .0005 .0241	32.63 2.08 1.94 8.77 8.28 4.53 0.16 0.60 0.46 0.91 39.64
Total	\$646, 430.91	\$0.0608	100.00

#### TRUCKS

Total gasoline consumption, gallons2, 952, 762
Average mileage per gal. of gasoline 8.00
Total oil consumption, quarts 122, 279
Average mileage per quart of oil 193.1
j

#### DETAILS OF TRUCK OPERATING COSTS

Item Classification	Amount	Average Cost Per Mile	Per Cent of Total Cost
Gasoline Oil Washing and lubrication Repairs—labor Repairs—parts Tires Tubes Batteries and miscellaneous Antifreeze Storage Depreciation	\$853, 219.69 52, 969.57 36, 322.27 260, 903.46 240, 185.58 116, 713.22 6, 935.33 14, 548.66 2, 517.71 59, 054.75 845, 079.71	\$0.0361 .0022 .0015 .0111 .0102 .0050 .0003 .0006 .0001 .0025 .0358	34.29 2.13 1.46 10.48 9.65 4.69 0.28 0.59 0.10 2.37 33.96
Total	\$2, 488, 449.95	\$0.1054	100.00

## XI. LOCAL ROADS AND STREETS

1. GENERAL.—The principal function of the Bureau of Local Roads and Streets is to supervise highway and street activities of the counties, municipalities, and townships¹ which involve the use of motor fuel tax funds. Additional duties which have been delegated to this Bureau since 1951 are the supervision and planning of county roads to be improved with Federal-aid secondary funds.

A counterpart of the Bureau is maintained in each of the ten highway districts. The work from the district level concerns the designation of highway and street systems; the location, survey, design, and construction of highway and street improvements; and the maintenance of highways so improved. Contacts with local officials are largely through the district offices. All resolutions, plans, requests, and other documents are first submitted to the district office where they are checked before submittal to the central office for approval. Uniformity of action and correlation of the work of the Bureau and the district offices are accomplished by field engineers from the central office.

2. RECONCILIATION OF FINANCIAL DATA.—A reconciliation is necessary when comparing allotments and balances shown in this section with those given in the section on financing. Motor fuel tax which is deposited and accumulates in the State Treasury during the month is allotted during the early part of the following month. The Department of Finance considers the allotments applicable to the month of deposit yet the money is not available for use until the following month. Consequently the December allotment of the Department of Finance is not available for withdrawal by local units until January and for this reason is considered a January allotment by this Bureau. The following statement is a reconciliation of allotments between this section and the data contained in Section II, Financing.

<sup>&</sup>lt;sup>1</sup> The references to townships in this section also include road districts, township districts, and county unit road districts.

## COUNTY ALLOTMENTS (Except Cook)

County allotments shown in Section I, Table 3 and Section II, Figure 5  Less December 1958 allotment	.\$16,067,999.07 1,450,171.94
Add December 1957 allotment	\$14,617,827.13 1,246,090.07
County allotment shown in Section XI, Table 53	.\$15,863,917.20
COOK COUNTY ALLOTMENT	
Cook County allotment shown in Section I, Table 3 and Section II, Figure 5  Less December 1958 allotment	.\$14,728,999.19 1,329,324.27
Add December 1957 allotment	\$13, 399, 674.92 1, 142, 249.23
Cook County allotment shown in Section XI, Table 53	.\$14, 541, 924.15
MUNICIPAL ALLOTMENTS	
Municipal allotment shown in Section I, Table 4 and Section II, Figure 5  Less December 1958 allotment	.\$42,847,997.56 3,867,125.16
Add December 1957 allotment	\$38, 980, 872.40 3, 322, 906.86
Municipal allotment shown in Section XI, Table 60	.\$42,303,779.26
TOWNSHIP ALLOTMENTS	
Township allotment shown in Section I, Table 5 and Section II, Figure 5  Less December 1958 allotment	.\$13,389,999.24 . 1,208,476.61
Add December 1957 allotment	\$12, 181, 522.63 1, 038, 408.39
Township allotment shown in Section XI, Table 64	.\$13, 219, 931.02

The closing balances in the motor fuel tax accounts shown in this section will be equal to those shown in Section II, Financing, if the December 1958 allotments as shown by the Department of Finance are added to the balances given in this section. A reconciliation of balances is shown below.

Item	Down-State Counties	Cook County	Municipalities	Townships
Balance shown in Section XI, Local Roads and Streets December 1958 allotment	\$11, 275, 675, 40 1, 450, 171, 94	\$8, 437, 564.45 1, 329, 324.27	\$27, 359, 540.20 3, 867, 125.16	\$14, 316, 692.70 1, 208, 476.61
Balance shown in Section II, Financing	\$12, 725, 847.34	\$9, 766, 888.72	\$31, 226, 665.36	\$15, 525, 169.31

3. TABLES.—The tables which follow show State revenue available to the counties, municipalities, and townships; the amounts withdrawn by each unit of government for highway purposes; and the amount of work accomplished with State aids during 1958.

TABLE 50.—PERMISSIBLE USES OF MOTOR FUEL TAXES BY THE COUNTIES AND LOCAL GOVERNMENTS.

Use of Funds	Counties	Municipalities	Townships
Obligation Retire- ment	Retirement of bonds issued or other obligations incurred for the construction of State-aid roads under the provisions of Section 15d of the Road and Bridge Laws.	Retirement of indebtedness incurred in the completion of any improvement or maintenance described below, or in payment of engineering costs in connection therewith.	Retirement of indebtedness incurred for construction, reconstruction, or improvement, including engineering, on township roads when made in accordance with Departmental procedures.
Construction	1. Improvement, construction, reconstruction, or widening of State-aid roads and their extensions within incorporated municipalities. 2. Improvement, construction, or reconstruction of extensions of State-aid roads within the corporate limit of any park district. 3. Construction of roads under the provisions of Section 15d of the Road and Bridge Laws.  6. 6.	Construction or reconstruction of State highways within the municipality. Construction or reconstruction of arterial streets within the municipality or their extensions outside of the municipality or their extensions outside of the municipality. Construction of "stop-and-go" lights on arterial streets or thoroughfares. Construction or reconstruction of pedestrian subways or overheads on arterial streets or State highways within the municipality. Construction of street lighting systems on improved arterial streets or thoroughfares constructed and paid for by special assessments levied under the Local Improvement Act) within the municipality. With approval of the Department, construction or reconstruction of streets other than arterial streets or thoroughfares within the municipality during the preceding calendar year. Construction or reconstruction of storm sewers or combination storm and sanitary sewers (under certain restrictions). Construction or reconstruction of extensions to arterial streets or thoroughfares within the corporate limit of any park district whose territorial limits are coterminous with the territorial limits of the municipality.	Construction, reconstruction or improvement of township, road district, or township district roads not located within any city, village, or incorporated town and not a part of the State highway system.

Maintenance	1. Maintenance of State-aid roads and their exten-1. sions within incorporated municipalities, which have been built under (1) and (3) above.  2. Maintenance of Federal-aid secondary roads.  3. Maintenance of State-aid roads constructed by Federal funds.  4. Maintenance of roads constructed by the county under Section 15d of the Road and Bridge Laws.  5. Maintenance of roads constructed with funds allotted to the county from money collected under the 1927 Motor Fuel Tax Law.  6. Maintenance of roads constructed with motor fuel tax funds and later taken into the State-aid System.	1. Maintenance of streets and appurtenances im- proved with motor fuel tax as shown above. 2. Maintenance of Federal-aid secondary roads. 2. Maintenance of formship roads, providing such roads were eligible for maintenance with motor fuel tax when under county administration. 3. With the approval of the Department, maintenance of other township roads not to exceed 25 per cent of the total motor fuel tax allotment for use in the township.	Maintenance of roads constructed, reconstructed or improved with motor fuel tax as indicated above.  Maintenance of township roads, previously State-aid roads, providing such roads were eligible for maintenance with motor fuel tax when under county administration.  With the approval of the Department, maintenance of other township roads not to exceed 25 per cent of the total motor fuel tax allotment for use in the township.
Engineering, Ad- ministration and Right-of-way	Payment of engineering and right-of-way costs in connection with construction or maintenance performed with motor fuel tax funds.	Payment of engineering and right-of-way costs 1. in connection with construction or maintenance performed with motor fuel tax funds.	Payment of engineering and administration costs in connection with construction or maintenance performed with motor fuel tax funds. Payment of right-of-way costs in connection with construction or maintenance.
Matching Federal- aid Funds	Payment to the State of not more than 50 percent of the cost of Federal-aid secondary roads constructed under the Federal-aid Road Act and acts amendatory and supplementary thereto.	Payment to the State, of not more than 50 per cent of the cost of constructing projects on any Federal-aid highway system within incorporated limits of a municipality, for matching Federal funds allotted to the State for construction on such Federal-aid highway system.	
Superhighway Bonds	Payment of principal and interest of bonds issued by Cook County for the construction of superhighways under Sections 56a to 56h of "An Act to revise the law in relation to counties."		
Investigations	Payment for investigations affecting the judicious planning of construction, reconstruction, improvement, and maintenance of highways.	Payment for investigations affecting the judicious planning of construction, reconstruction, improvement, and maintenance of streets.	

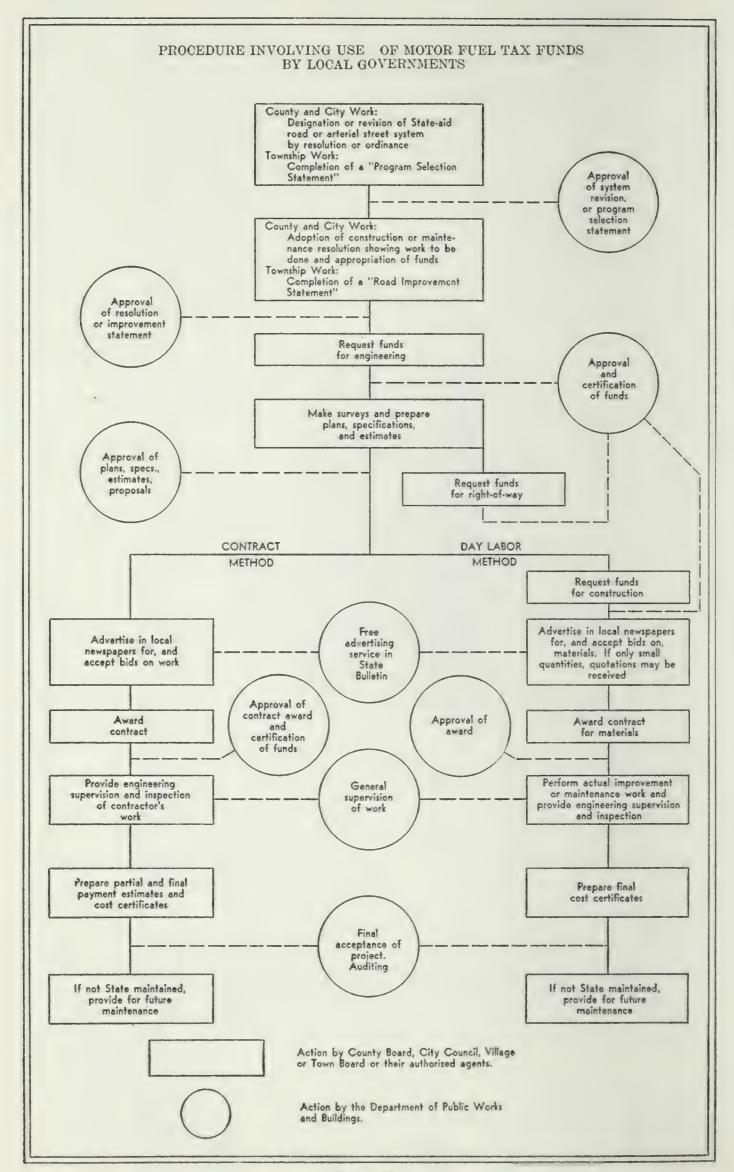


Figure 13.

TABLE 51.—STATE-AID ROAD MILEAGE, DECEMBER 31, 1958.

County	Class Number	Total Road Mileage	Permissible State-aid Mileage	Designated State-aid Mileage
Adams	2	1, 557.37	389.34	387.87
Alexander	1	371.09	74.22	70.66
BondBoone	1 1	717.62 506.83	$143.52 \\ 101.37$	134,16 100,48
Brown	1	500.90	101.37	95.42
Bureau	$\hat{2}$	1, 509.46	377.36	327.23
Calhoun	1	337.91	67.58	64.52
Carroll Cass	1	$\begin{bmatrix} 741.28 \\ 528.38 \end{bmatrix}$	148.26	144.49
Champaign	$\frac{1}{2}$	1, 964.39	$105.68 \\ 491.10$	90.49 $423.01$
Christian	$\overline{2}$	1, 415.95	353.99	155.21
Clark	1	1,003.11	200.62	198.42
ClayClinton	1 1	$945.50 \\ 812.68$	$189.10 \\ 162.54$	152.03
Coles	$\frac{1}{2}$	1,013.62	253.40	137, 21 219, 13
Cook	3	1,662.07	1, 246.55	823.00
Crawford	1	862.23	172.45	158.31
Cumberland DeKalb	$\frac{1}{2}$	711.30 1,088.82	$\begin{bmatrix} 142.26 \\ 272.20 \end{bmatrix}$	136.56
DeKaib DeWitt	1	759.67	272.20 151.93	222.87 $132.79$
Douglas	1	816.23	163.25	148.14
DuPage	2	1,020.51	255.13	214.89
EdgarEdwards	2 1	1, 150.94 411.67	$\begin{bmatrix} 287.73 \\ 82.33 \end{bmatrix}$	$207.35 \\ 62.73$
Effingham	1	947.85	189.57	174.78
Fayette	$\frac{1}{2}$	1, 384.22	346.05	200.86
Ford	1	956.60	191.32	131.79
Franklin	$\frac{1}{2}$	888,55	$177.71 \\ 345.26$	163.44
FultonGallatin	1	1, 381.05 480.34	96.07	250.02 $96.06$
Greene	î	846.67	169.33	161.22
Grundy	1	749.21	149.84	143.29
Hamilton	$\frac{1}{2}$	906.05	$181.21 \\ 356.01$	136.82
Hancock	1	1, 424.05 264.48	52.90	227.26 $42.77$
Henderson	î	601.32	120.26	98.59
Henry	2	1, 455.53	363.88	252.76
Iroquois Jaekson	$\frac{2}{2}$	2, 202.04 971.34	550.51 $242.83$	536.55
Jasper	1	1, 007.49	201.50	225.61 $183.26$
Jefferson	2	1, 242.56	310.64	274.42
Jersey	1	581.68	116.34	113.33
JoDaviess Johnson	$\frac{2}{1}$	868,95 483,58	$217.24 \\ 96.72$	171.03 77.50
Kane	$\frac{1}{2}$	975.28	1324.52	329.53
Kankakee	2	1, 286.45	321.61	307.49
Kendall	1	564.26	112.85	105.45
KnoxLake	$\frac{2}{2}$	1, 262.51 1, 126.94	$315.63 \\ 281.73$	255.71 $257.53$
LaSalle	$\frac{z}{2}$	2, 134.96	533.74	387.99
Lawrence	1	718.74	143.75	129.50
Lee	$rac{2}{2}$	1, 265.57	316.40	267.37
Livingston Logan Logan	$\frac{2}{2}$	2,099.10 1,078.95	$\begin{bmatrix} 524.77 \\ 269.74 \end{bmatrix}$	$\begin{array}{r} 437.15 \\ 203.82 \end{array}$
McDonough	$\frac{2}{2}$	1, 112.58	278.14	237.16
McHenry	2	1, 265.30	316.32	262.05
McLean Macon	$rac{2}{2}$	2, 181.41	545.35	474.71
Macoupin	$\frac{2}{2}$	1, 212.64 1, 468.36	$ \begin{array}{c c} 303.16 \\ 367.09 \end{array} $	235.78 $341.32$
Madison	2	1, 450.44	362.61	318.02
Marion	2	1, 165.56	291.39	251.96
Marshall Mason	1	655.04 $868.67$	131.01 173.73	125.64 $122.01$
Massac	1	808.07 417.66	83.53	$\frac{122.01}{72.19}$
Menard	i	518.87	103.77	89.66
Mercer	1	950.97	190.19	183.42
Montgomery	$\frac{1}{2}$	554.36	110.87	104.50
Montgomery Morgan	$\frac{2}{2}$	1, 324.38 1, 003.33	$\begin{bmatrix} 331.09 \\ 250.83 \end{bmatrix}$	243.84 250.89
Moultrie	1	667.87	133.57	82.01
Ogle	2	1, 352.22	338.05	332.24
Perry	$\frac{2}{1}$	1, 224.21 $732.21$	$\begin{bmatrix} 2370.32 \\ 146.44 \end{bmatrix}$	350.06 158.12
I. CIT y =	Ţ	102,21	140.44	108.12

TABLE 51.—Concluded.

County	Class Number	Total Road Mileage	Permissible State-aid Mileage	Designated State-aid Mileage
Piatt	1	823.21	164.64	149.6
Pike	$\frac{1}{2}$	1, 327.63	331.91	272.8
Pope	1	461.27	92.25	82.4
Pulaski	1	337.91	67.58	71 4
Putnam	1	281.05	56.21	52.6
Randolph	$\overline{2}$	926.70	231.67	191.9
Richland	1	774.14	154.83	139.4
Rock Island	$\overline{2}$	732.17	1243.62	222.0
St. Clair	2	1, 199.87	299.97	271.1
Saline	1	776.13	155.23	141.7
Sangamon	2	1, 611.74	402.93	363.0
Schuyler	ī	740.80	148.16	139.3
Scott	1	399.16	79.83	65.0
Shelby	2	1, 527.10	381.77	233.5
Stark	1	533.19	106.64	105.2
Stephenson	$\overline{2}$	1, 100.03	275.01	270.9
l'azewell	$\frac{2}{2}$	1, 141.90	285.47	225.1
Union	ī	636.31	127.26	116.2
Vermilioa	$\overline{2}$	1,658,54	414, 63	373.1
Wabash	1	399.69	79.94	76.8
Warren	1	1,025.05	205.01	184.9
Washington	$\bar{1}$	903.04	180.61	167.1
Wayne	Ĩ.	1, 401.25	280.25	266.7
White	$\bar{2}$	1, 027.11	256.78	219.9
Whiteside	$\bar{2}$	1, 194.75	298.69	267.6
Will	2 2 2 2	1, 791.24	447.81	436.4
Williamson	$\overline{2}$	800.54	200.13	195.0
Winnebago	$\bar{2}$	1, 063.99	3428.40	376.7
Woodford	ī	960.33	192.07	173.1
Total		102, 247, 77	24, 968.78	21, 237.

 <sup>&</sup>lt;sup>1</sup> Includes 3 additions of 10 per cent each as authorized by law.
 <sup>2</sup> Includes 2 additions of 10 per cent each as authorized by law.
 <sup>3</sup> Includes 5 additions of 10 per cent each as authorized by law.



			1952 Act			1		1954 Act					1956 Act					1958 Act	no.	r 4
County	Alletinent	Not Programed	Programed but Not under Contract	Under Contract but Not Completed <sup>2</sup>	Construction Completed and Accepted	4 Allotment	Not Programed	Programed but Not under Contract	Under Contract but Not Completed <sup>2</sup>	Construction Completed and Accepted	<sup>2</sup> Allotment	Not Programed	Programed but Not under Contract	Under Contract but Not Completed?	Construction Completed and Accepted	'Allotment	Not Programed	Programed but Not under Contract	Under Contract but Not Complete C	Construction Completed and A rept of
Actor Alternater Boort Brown Bureau Calhoun Carroll Cass Champaign Christian Clark Clay Clinton Coles Cook Cook Chaw ford Cumber land De Kalb De Witt Douglas	\$1.2 ( )\$ 0* 11 12 1 ** 1.5 1 1 ** 1.5 1 1 ** 1.5 1 1 ** 1.5 1 1 ** 1.5 1 1 1 ** 1.5 1 1 1 ** 1.5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		N 15 484 37	49, 533.00 2, 548, 64 9, 640.21 49, 699.95 52, 826.09 76, 300.01 16, 780.78	\$128, 038, 00 41, 521, 00 41, 521, 00 41, 521, 00 48, 441, 01 36, 427, 00 69, 618, 30 44, 731, 79 163, 118, 00 77, 110, 00 77, 110, 00 77, 170, 00 170, 38, 353, 22 61, 230, 00 101, 826, 00 35, 161, 85 35, 161, 85 35, 161, 85	\$169, 819, 00 55, 093, 00 64, 276, 00 64, 276, 00 61, 879, 00 72, 147, 00 72, 147, 00 101, 608, 00 114, 122, 00 101, 608, 60 114, 122, 00 109, 876, 00 99, 694, 00 87, 888, 00 198, 694, 60 89, 694, 60	\$22, 205. 01	\$ 3,580.07 64,579.00 496,552.00 27,874.78	\$105, 442, 1 27, 850, 0 80, 199, 0 43, 401, 3 88, 551, 1 53, 782, 0 72, 147, 0 120, 756, 4 21, 729, 9 22, 000, 0 114, 129, 1 1, 819, 2 1, 986, 9 57, 888, 0 69, 740, 1	20, 874, 66 92, 467, 86 217, 149, 00 227, 427, 56 92, 392, 90 67, 556, 89 79, 312, 05 135, 111, 00 29, 944, 87	\$1\$1,752 00 59,175,00 95,807,00 69,038,00 69,038,00 59,175,00 102,852,00 77,491,00 121,169,00 122,174,00 164,843,00 172,169,00 184,877,00 185,387,00 187,00	108, 487.00	\$150,000.00 59,175.00 7,908.57 17,500.00 69,038.00 100,000.00 88,013.53 53,951.44 50,188.35 53,274.00 107,079.00	\$ 18, 957. 87 \$7, 898. 43 \$, 418. 66 61, 645. 54 48, 985. 01 102, 852. 00 77, 491. 00 72, 759. 72 110, 893. 56 121, 169. 00 72, 388. 65 104, 054. 80 87, 384. 63 87, 385. 65 107, 079. 00	\$ 70, 700, 75	\$ 93, 568,00 30, 464,00 40, 322,00 35, 541,00 36, 541,00 30, 464,00 50, 406,00 40, 619,00 40, 619,00 63, 101,00 63, 101,00 63, 101,00 63, 222,00 223, 150,00 64, 971,00 67, 872,00 67,	\$ 93, 568, 60 8, 219, 07 32, 230, 57 35, 541, 00 100, 096, 60 30, 464, 00 11, 529, 51 58, 967, 53 4, 202, 93 55, 850, 00 60, 202, 63 48, 078, 78 36, 044, 95 73, 604, 60 38, 383, 15	\$ 22, 244,93 17, 091, 43 35, 541,00 11 0, 61 50, 986 1, 84, 864 00 63, 104,00 7, 046,22 0, 489,00 7, 046,22	\$ 41 (4) (6 26 (8)) [6 58, 901 07 8, 926 05 1, 014, 44	
Dull'age Edgar Edward Edward Effingham  Eayette Ford Ford Finklin Fillon Gallatin Greene Orundy Hamflen Hancock Hurdin Henderson Henders	131, 512, 00 92, 928, 00 33, 498, 00 33, 498, 00 110, 213, 00 81, 065, 00 92, 928, 06 132, 471, 00 68, 213, 00 474, 145, 00 57, 339, 00 51, 12, 10 111, 2, 10 121, 111, 11, 10 123, 11, 11, 11, 11, 11, 11, 11, 11, 11, 1			7, 864, 23  37, 672, 64  24, 081, 97  46, 500, 00  7, 830, 24  1 191 7.  11, 209, 20  5, 795, 48  8 824 82  9 27, 78  10 42, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6,	131, 512 00   55, 043   56, 043   68, 043   69, 040   68, 065, 255   68, 52   68, 52   68, 52   68, 52   68, 52   68, 52   68, 52   68, 52   68, 52   68, 52   68, 52   68, 52   68, 52   68, 52   68, 53   68, 54   68, 68, 50   68, 68, 68, 50   68, 68, 68, 50   68, 68, 68, 50   68, 68, 68, 68, 50   68, 68, 68, 68, 50   68, 68, 68, 68, 50   68, 68, 68, 68, 50   68, 68, 68, 68, 50   68, 68, 68, 68, 50   68, 68, 68, 68, 50   68, 68, 68, 68, 50   68, 68, 68, 68, 50   68, 68, 68, 68, 68, 68, 68, 68, 68, 68,	104, 941 00 132, 487, 00 76, 081, 00 123, 305, 00 69, 523, 00 148, 528, 00 74, 770, 00 148, 228, 00 229, 558, 00 240, 051, 00 88, 597, 00 150, 852, 00 211, 138, 00 123, 305, 00 123, 305, 00 123, 305, 00 123, 305, 00 168, 011, 00	26, 216. 07	39, 257, 07 12, 897, 80 04, 877, 64 68, 404, 97 30, 882, 00 86, 993, 23 27, 196, 20 46, 876, 48 5, 500, 00	123, 305, 00 20, 100, 01 103, 800, 00 100, 435, 1, 55, 427, 33, 74, 800, 0, 1, 118.0, 0, 142, 203, 5, 47, 825, 0, 16, 20	9 28, 907, 14 7, 837, 85 8 100, 885, 92 112, 811, 00 90, 511, 00 10, 453, 45 10, 453, 45 10, 453, 45 10, 453, 45 112, 811, 00 119, 467, 82 60, 982, 74 12, 728, 00 142, 728, 00 1665, 607, 55 124, 740, 53 229, 558, 00 240, 051, 00 111, 152, 00 111, 152, 00 111, 152, 00 111, 153, 00 111, 15	190, 919, 000 132, 440, 00 61, 993, 00 114, 124, 104 156, 392, 00 116, 942, 00 132, 440, 00 138, 797, 00 74, 673, 00 174, 708, 00 174, 708, 00 174, 708, 00 174, 708, 00 174, 708, 00 174, 708, 00 174, 708, 00 174, 708, 00 174, 708, 00 174, 708, 00 174, 738, 00 174, 738, 00 174, 738, 00 174, 738, 00 174, 738, 00 175, 210, 00 177, 389, 00 187, 389, 00 180, 310, 210, 20 277, 737, 00 180, 210, 00 277, 797, 00 180, 210, 00 277, 797, 00 180, 210, 00 277, 835, 00 288, 038, 00 288, 048, 00	76, 802.00 80, 261.55 19, 763.18 25, 656.00 74, 999.20 23, 504.48	1, 642, 93 156, 392, 00 9, 000, 00 132, 440 101, 287, 08 74, 673, 00 28, 898, 00 29, 450, 00 128, 213, 00 67, 303, 80 58, 123, 52 33, 245, 00 43, 810, 60 8, 000, 00 18, 739, 32 21, 271, 78	72, 961, 85  72, 961, 85  87, 509, 92  78, 265, 37  39, 426, 34  64, 996, 42  54, 284, 22, 244, 442, 00  87, 059, 00  131, 031, 00  41, 427, 44  9, 010, 42  144, 578, 44  74, 840, 31  59, 210, 00  111, 344  74, 535, 2, 144, 802, 7, 120, 700, 00  132, 440, 00, 132, 440	27, 433.78 150, 190.58 81, 732.68 10.732.68 20, 225.28 86, 629.83	98, 645 000 68, 181 005 31, 915 00. 68, 181 005 38, 912 00 80, 202 00 08, 181 00 97, 191 00 97, 191 00 98, 181 00 97, 191 00 98, 192 00 80, 941 00 80, 941 00 80, 941 00 80, 941 00 66, 730 00 66, 730 00 67, 456 00 38, 413 00 98, 940 00 42, 060 00 42, 060 00 42, 060 00 43, 413 00 98, 940 00 98, 940 00 41, 344 00 981, 902 00	58 181 0 8 52 00 2 531 87 60 502 00 4 , 48 61 85, 981 08 53, 974 60 80, 941 00 22, 388 93 63, 926 60 64, 969 00 4 142 7 65, 14 45 67, 24 1 7 89, 42 66, 14 28 66, 14 28 67, 14 28 67	22, 500, 00 68, 730, 00 88, 141, 0c 96, 162, 0c 4, 760, 03 1, 72, 0c 5, 500, 31 8, 345, 13	2, 4 a an 2, 19 48 8 a 2 1 a a a 00 10, 60 a 8 50, 765 87 68, 181 00	
Macon Maconph Madlson Marion Marion Marshall Masson Massae Menere Monroe Monroe Mongan Mongan Moultrle Ogle Peon ia Perry Platt Pike Pope Pulaski Putnam Randolph Richland	113, 180, 00, 144, 355, 00, 167, 073, 00, 99, 848, 00, 65, 217, 00, 82, 053, 00, 61, 293, 00, 61, 293, 00, 61, 293, 00, 114, 678, 00, 86, 517, 00, 62, 282, 00, 122, 106, 00, 113, 346, 00, 117, 643, 00, 52, 396, 00, 117, 643, 00, 45, 476, 00, 32, 623, 00, 00, 45, 476, 00, 32, 623, 00, 00, 45, 476, 00, 32, 623, 00, 00, 45, 476, 00, 32, 623, 00, 00, 45, 476, 00, 32, 623, 00, 97, 871, 00, 461, 773, 00, 461, 773, 00		45, 303 00 23, 747, 59	73, 760, 18 46, 666, 56 93, 454, 76 27, 566, 57 15, 900, 00 90, 930, 41 2, 822, 45 52, 714, 58 23, 556, 25 7, 882, 48 58, 200, 00	173, 903, 00 39, 419, 802 97, 608, 44 107, 073, 608, 44 107, 073, 608, 44 65, 247, 000, 62 83, 253, 000 24, 829, 43 86, 997, 00, 83, 694, 55 62, 282, 00 143, 340, 00 144, 513, 52 45, 476, 00 32, 623, 00 39, 671, 00	60, 341, 00 43, 288, 00 129, 863, 00 81, 329, 00	40, 222.00	16, 941, 76 41, 107, 00 152, 164, 00 45, 660, 58 30, 986, 48 120, 261, 42 25, 682, 57	97, 071.0 156, 807.0 37, 117.5 52, 196.3 38, 788.9	37, 109, 33 86, 576, 001 108, 167, 00 57, 716, 00 115, 435, 00 23, 859, 93 100, 748, 00 117, 513, 60 4, 499, 09 9, 601, 58 55, 616, 43	61, 993.00 74, 673.986.00 123, 986.00 87, 354.00 90, 172.00 173, 299.00 101, 444.00 104, 261.00 106, 072.00 71, 856.00 64, 811.00 46, 494.00 87, 354.00 87, 354.00	87, 354.00 3, 661.07 87, 391.40 29, 737.34 24, 182.91	35, 000, 00 142, 303, 00 142, 303, 00 163, 437, 00 4, 500, 00 10, 000, 00 101, 444, 00 32, 288, 26 71, 856, 00 4, 000, 00 110, 893, 00 87, 354, 00	157, 919, 32 108, 309, 60 . 71, 972, 74 109, 072, 00 31, 073, 66 22, 311, 08	60, 610, 87 40, 868, 83 8, 826, 84 42, 941, 76	126, 033, 0.0 126, 137, 140, 121, 147, 140, 121, 141, 147, 147, 147, 147, 147, 147, 14	1, 657 05  2, 351.13  7, 855.57 10, 673.25 41, 971.00 60, 301.50 42, 935.4 43, 721.00 105, 898.00 6, 932.25 44, 124, 71 33, 365.00 20, 987 42 10, 507.55	33, 776-41 0, 630.35 52, 221.00 46, 711-, 1 36, 992.00	25, 420 m 59, 477 n0 31, 915 00 30, 987 44 53, 155 75 20, 108 55 63, 080 66	
Rock Island St, Clair St, Clair St, Clair Sallne, Sangamon, Schuyler Scott Shelby Stark Stephenson, Tarewell Union Verunlion, Wabash, Warren, Washington, Wayne White Whitesde Will, Willamson, Willamson, Windebago, Woodford, State of Illinois, Highway Planning	92, 448 00 177, 947, 00 79, 088, 00 160, 152 00 66, 236 00 42, 599 00 124, 534 00 64, 198 00 124, 534 00 123, 575, 00 141, 50 155, 718 00 82, 03, 00 105, 780, 00 105, 780, 00 105, 780, 00 114, 678 00 200, 685, 00 88, 973 00 10, 951 00 90, 951 00 91, 91, 91, 91, 91, 91, 91, 91, 91, 91,			22, 095 71 40, 899 45 60, 194 46 30, 431, 59 88, 973 00 47, 226 46	154, 353 00	27, 179 00 103, 999, 00 103, 999, 00 103, 999, 00 103, 999, 00 103, 999, 00 207, 257, 00 52, 470 101, 187, 00 101, 187, 00 111, 189, 00 126, 990, 00 127, 152, 00 120, 681, 00 120, 681, 00 121, 680, 00 121, 680, 00 121, 680, 00 121, 509, 00 121, 509, 00 121, 509, 00 121, 509, 00	64, 078, 46		54, 749, 74 198, 902, 3 88, 359, 3 187, 476, 9 29, 993, 1 56, 405, 0 135, 887, 5 2, 108, 8 102, 253, 0 10, 523, 8 1140, 359, 0 10, 523, 8 1150, 016, 77 118, 058, 0 10, 669, 5 41, 941, 77 10, 906, 84	205, 149, 16 52, 470, 00 6, 622, 91 26, 257, 84 2100, 975, 18 151, 455, 00 116, 979, 23 162, 482, 50 78, 739, 23 1, 100, 000, 00	112, 715, 00 92, 990, 00 92, 990, 00 95, 844 00 176, 117, 00 171, 856, 00 133, 849, 00 170, 117, 00 122, 611, 00 150, 750, 00 18, 351, 00 18, 942, 00 119, 759, 00 129, 622, 00 129, 622, 00 129, 622, 00 129, 622, 00 145, 015, 015, 015, 015, 015, 015, 015, 01	41, 074, 52 100, 724 10 65, 923 54 83, 818 50	82, 574 31 25, 188, 45 124, 630 00 39, 746 46 5, 219, 84 108, 036, 59 51, 821, 66 1, 177 64 38, 392 20 114, 037 26 99, 567 94 \$3, 722, 185 45	42, 709 41 67, 937, 33 127, 777 91 286, 244 30 68, 411 80 102, 130 50 129, 622 90 1, 317, 910 00 145, 147 00	28, 580, 61 71, 856 00 34, 349 00 20, 611 14 31, 250, 69 568, 052, 74	47, 872 00 31, 189 00 90, 666 00 36, 992 00 68, 996 00 64, 400, 80 113, 877, 90 60, 202 00 60, 202 00 61, 653 00 61, 653 00 65, 280 00 65, 280 00 65, 744 00 66, 730 90 61, 000, 000 00 1125, 681 00	90, 666, 00 90, 666, 00 12, 396, 46 11, 506, 84 54, 905, 16 61, 890, 23 3, 191, 06	31, 189 00 12, 003 54 99, 290 16 41, 866 09 77, 610 00 61, 653 00 12, 190 19 148, 603 65, 280 00 1, 600, 000 00 122, 489 91	36, 161 3 64, 659 2 29, 013 0 15, 335 9 6, 019 8 71, 222 0	0 \$ 539 61 1 1,216 79

<sup>&</sup>lt;sup>1</sup> Contained in this table are Federal funds only, which comprise 50 per cent or less of the total construction cost.

Previous to the 1952 Act, Federal-aid secondary money was allocated in the 1944, 1948, and 1950 Acts. The amount and status of Federal-aid secondary funds allotted to Illinois in these acts follow:

	For Year	Allotment	Completed
1944 Act	1946	\$4, 761, 820	\$4, 761, 820
	1947	4, 752, 492	4, 752, 492
1010 1-1	1948	4, 688, 429	4,688,429
1948 Act	1950	4, 198, 769	4, 198, 769
1950 Act	1951	4, 189, 809	4,189,809
1000 ACC	1952	4,667,413}	see note
	1953	4.638.620 (	pee more

Note: All of the FAS Allotments to Illinois under the 1950 Federal-aid Highway Act has been obligated by contract and work has been completed and accepted for all except \$65,344.75.

Contains the following	ng FAS allotments:	
1954 Act	For Year Ending June 30 1956 1957 1957	Allotment \$6,625,129.00 6,619,637.00 1,189,296.00
Total		\$14,434,062.00

Contains the following FAS allotments:

For Year Ending
June 30
1956 Act 1958
1959 Allotment \$8,087,214.00 8,247,143.00 \$16,334,357.00

\* Contains the following FAS allotment:
For Year Ending
June 30
1958 Act 1960

The 1958 Act included a supplementary allotment to Illinois of \$3,789,068.00 for the year ending June 30, 1959 which has not been analyzed above, but which was obligated by contract at December 31, 1958 as shown in Table 10.

<sup>&</sup>lt;sup>4</sup> Contract price plus 5 to 10 per cent for contingencies.
<sup>8</sup> Portion reallocated to the State.
<sup>8</sup> Reserve fund.
<sup>8</sup> Reserved for highway planning projects.
<sup>9</sup> Contains the following FAS allotments:

TABLE 53.—MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO COUNTIES DURING 1958,

Total					Disbursed for					
Available During 1958	al able ng	Con- struction	FAS Matching	Right- of-way	Engineering	Obligation Retirement	Mainte- nance	Mis- cellaneous	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
	236.28	65, 100.25	\$ 48, 967.60	\$ 16, 144, 00	\$ 35,600.00	# E E E E E E E E E E E E E E E E E E E	340.		652.	583.
			6, 724.36	12, 121, 40	7,000.00	1 1	15, 570, 35	900. 627.	55, 367. 15 70, 961. 07	59, 752, 36 20, 561, 64
124, 5	930, 44	1-302 50	5 5 7 7 1 1 8 6 7		1 537 39	\$ 41,750.00	257.	×, 500.00	507.	423.
		12, 356, 13		1	29, 610, 21	1	225.	19, 727.88	919.	588.
222,	138.10	1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	501 00	6, 370.30	I P I I I I I I I I I I I I I I I I I I	7, 500.00		18, 170.30	967.
96,	186.	21, 984, 65	31, 884, 47	00.100	000		. 28 798 .		504. 667.	519
505,	997.	703.	327.		295.		718.	963.		989.
225,	242.	1-14,992.54	355.	73, 143, 46		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	900	_	434.	19, 808, 38
994	7.10.19 031 66	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6,481.04	9 700 00	18, 710, 21	0 1 2 2 7 1 1 1 1 2 1 2 1 1 1 1 1 1 1 1 1	262	6,000.00 7,000.00	450. 443.	. 2025 2025 2026 2026
	165.		635.		962.	f	933	605.	265.	. 000 2000 2000
251,	167.66	1—398.			570		342.	575.	139, 984, 98	182.
	725.87	6, 753, 286.82	338	284, 286, 37	768, 681.80	4, 582, 511.11	6.1 000 00	245, 057.18	12, 472, 161. 42	564.
73,			10, 874, 62	812.03	11, 947, 90	1 1	538.	200	872.	23, 235, 32
301,	845.67	77, 810.96	12, 608.57	1	23, 239, 50	147, 496.64	000		845.	1
	475.41	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	761.	6, 140.95	10, 361.08	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	30, 488.82	5, 989. 44	49, 219, 21	34, 256, 20
1 976 1	239.99	0 017 77	0.46	69 996 69	44	10 200	UDD.	600. 767.	808	430.
1, 210,		37 435 60	13, 437, 38	2, 590, 05 9, 996, 02	21, 210, 00	4	500	0	020.	964
114			430		18		336.		567	216.
116,			1 1		8		590.	7, 800, 00	76, 390, 87	102.
170,	902.56	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	433.	7,860.00	18, 172, 34		000	000	466.	436.
195,		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	932.		03		976	10, 726, 09	738	594
174,		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	61, 937.36	498, 27	8		990.		925.	549.
285,		1—1, 645.27	504.	7 2 2 1 1 2 2 1 2 2 1 2 2 1 2 2 1 2	45.	1 1 1 1 1 1	998	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	503.	456.
32,	752.22	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1	985.	66	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	167.	2, 400.00	30, 151.	600
139,		1 0 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7	21, 786.60		9	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	508.	6, 000.00	74, 595.	110.
151, 67	355, 46 900, 21	16, 111.06	596.	200	1, 286.01		30, 504. 27	8, 400.00		63, 957, 08

141, 300.05 22, 689.54 69, 665, 20	231.	173	557	333.	491.	775	952.	669	766.	307.	908	100;	171.	. 299	375.	076	450.	353.	377.	933.	553.	796.	445.			-	1	653	962	132	59, 607, 14	452.	832.	047.	123	927	158	143.	733.	322.	719.	163.	539.	243.
92, 049, 10 19, 129, 46 92, 604, 06	244.	734.	307	891.	519.	807	214.	196.	325.	204 204	354.	698	137.	542.	. 760	526	304.	432.	028.	414.	000	944.	571.	534.	053.	.890		037.	019.	985.	696.	00	733.	841.	535.	906	705.	200.	293.	479.	041.	327.	000	986.
2, 475.00	300.		500	7, 500.00	000	285.	812.	966.	000	891.	4/0.	111.	- 1	3, 500.00	10	703.	100	895.	436	13, 668, 26	000		1	8, 675, 00	1		11, 525,00				10	513.	200	900	750.	452.	035.	000	675.		777.	6, 822, 92		5,000.00
5, 165.19	. 969 696.	046.	710.	391.	135.	522.	602	439.	500.	490.	5/3.	843.	940.	773.	627	9	256	749.	650.	871.	000	182.	959.	275.	681.	214.	000	.900	174.	685	051.	593	. 166 	496.	561.	000	479.	000	840.	267.	994.	78, 300.00	000	496.
1 4 5 2 f 1 1 5 2 1 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1	1	i i i i i i i i i i i i i i i i i i i	1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1	: : : : : : : :	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	; ; ; ; ;	* * * * * * * * * * * * * * * * * * *	* 7 3 4 4 5 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 F S F F F F F F F F F F F F F F F F F	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
7, 128.00	1 -	3, 172.83	. 000	500.	5, 725. 22	000	957	287	645.	003	498.	559.	U91.	580.	612	1 1	300	360.	689	000	000	000	605.	317.	000	483.	8, 100.00	500.	979.	1 1	1441.52	830	020	821	435.	514.	140.	200	1 1		Ξ.		† † † † † † † † † † † † † † † † † † †	37, 500.00
3, 305.00	23, 189, 30			1,500.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1	2, 225, 00	986.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	3, 234, 80	10	13, 276, 20	986	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	17,066.13	1	930	172, 063, 15	1	800	7, 683.97	120.	1	13, 207, 50		37.07		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1	582	5, 457.55	0333	080	1	14, 409, 85		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	440.77	13, 589, 25	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
3, 029, 30 1, 056, 27	o75.	801.	097	. !	3, 658.48	1 1	616.	041.	108	17, 345, 28	350.	678.	218	701.	1 1 1 1 1 1 1 1	520.	581.	639	322	15, 548.76	1 1 1	394.	17, 621.22	1	371.	773.	22, 845, 72	494	611.	1	33, 696, 40	909	034	511.	376.	1	44,079.86	1	1, 777, 26		; ; ; ; ; ; ; ; ;	7, 954.63	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
f f f f f f f f f f f f f f f f f f f	948	2, 713.85	70.7		3 1 1 1 2 2 1 3 6 1 3 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1	465.	071.	29, 813, 40	189.	898	611.	1 (	858.	25,302.12	000	788.	1 1	264, 263, 04	1	,567.	58, 701, 93	146.	1		175, 763.97	t 1 1	1-353.67		6, 390, 10		1	[-1, 021.00]	340,332.00	1	2, 560, 20	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 1 2 2 2 1 1 1 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	205, 969, 67
41,819,00	270. 476.	907.	864	224.	010.	583.	166.	865.	092.	512.	747	104.	309	205	473.	602	754.	785.	406.	347.	553.	741.	017.	349.	948.	418.	234.	999	981.	118.		114.	565.	889.	658.	893.	463	343.	026.			4.		478, 210, 40
17, 954.78	189	181.	938	224	449.	153.	317.	152.	127.	652.	921	331.	308	420.	395.	623.	141.	391.	983	467.	680	126.	529.	042.	688.	405.	729.	714.	097.	315.	935.	194.	917.	975.	364.	063.	288.	403.	026.	422.	338.	483.	71, 171, 10	455, 113, 79
23, 864, 22	287	726.	696	070	54, 560.85		849.	713.	964.	859.	321	773	1 1	784	078.	979	612.	394.	423	880	873.	615.	487	607	259	013.	83, 505, 47	952.	884	805	367.		, 648.	, 913.	, 294.	,829	274, 175, 98	,939.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	379.	421	64, 007.53	368	т.
Hancock	Henderson	roquois	Jackson	Jefferson	Jersey	JoDaviess	Johnson	Kane	Kankakee	Kendall	Knox	Cake	LaSalle	Lawrence	Lee	Livingston	Logan.	Macon	Macoupin	Madison	Marion	Marshall	Mason	Massac	McDonough	McHenry	McLean	Menard	Mercer	Monroe	Montgomery	Morgan	Moultrie	Ogle	Peoria	Perry	Piatř	Pike.	Pope	Pulaski	Putnam	Randolph	Richland	Rock Island

TABLE 53.—Concluded.

							Disbursed for			1		
County	Balance Available Jan. 1, 1958	Allotted During 1958	Total Available During 1958	Con- struction	FAS	Right- of-way	Engineering	Obligation Retirement	Mainte- nance	Mis- cellaneous	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
	300	. 2	107	1-10.097.84		21, 603, 95	000	E 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	384.	104	990	209, 116.
Sangamon	234, 988, 25	182, 370, 05	717, 358, 30	26, 263, 04	284, 971, 87	19, 004, 39	25, 147, 23	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	336, 763, 80	19, 730, 49	28.0880.82	3,477.
Schuyler	273	759	032	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	623		5 8	1	926	330	260	5, 635.
Scott	10, 543, 51	505 930	774				000	P 2 8 1 1 1 1 1 7 7 7 7 7 7 7 7 7 7 7 7 7 7	000	I I T	000	23, 774
Stark	398	554	952.	954	492.	1 1		1	950	00 000 01	397.	33, 554
St. Clair	253	136.	389.	175, 869, 80	54, 797, 63		43, 928, 46	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	25.5	12,000.00		12, 913
Stephenson	1 1	879.	879	553.	500	200.	12,040.00	1 1 2 1 1 1 1 1 1 1 1	213	01 101 101	162	17,875
Tazewell	244	240	200	223	376	2, 340, 53	8, 190, 17	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	047	9,000.00	027	33, 825.
Chlon	156 550 91	361	921	047	438		39, 000, 00	,	1 1	13, 045.34	385	256, 535.
Wahash	132	549	281	590		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	50, 039. 76		18, 755, 99	6, 492.01	760	180 To
Warren	891	630	521.	6,007.61	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 1 1 2 1 1 2 1 1 1 1 1 1 1 1 1 1 1		1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.067	62 431 6	100	89,000
Washington	1.48	734	882.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1	1 1			200	9, 199.92	200	19 956
Wayne	346.	644	991.	1	15, 197.05	6, Z71, I5	97,800.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	400.	000	TX:	50% XG5
White	691.	222	913.	2,090.12	0.04	017.	50,009.81	6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	040	15,600,00	52	145 938
Whiteside	960	431	391.	321	110	211.	107	1 1 1 1 1 1 1 1 1 1	510	803	X	601 433
Will	255.	366.	621	68, 399, 04	932	29, 400, 40	081	E	116	400	205	04 083
Williamson	447	531.	979.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	379	1	000	# E E E E E E E E E E E E E E E E E E E	110.	000	110	211 276
Winnebago	815	680	496	400, 657.14	524	31, 768.83	618	* T I I I I I I I I I I I I I I I I I I	000	2000	110	91 609
Woodford		013.	145, 596, 54	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	042	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	871.		100	1000	910.	91, 002.
Pofol	\$17.957.524.84	84 \$30, 405, 841, 35	35 \$47, 663, 366. 19 \$10, 099, 935	\$10, 099, 935.35	\$2, 712, 607.89	\$1,014,886.26	\$2, 354, 783.36	\$4, 771, 129.88	\$6, 250, 889.67	\$745, 893.93	\$745, 893.93 \$27, 950, 126.34 \$19, 713.	\$19, 713, 239

<sup>1</sup> Transferred from funds certified prior to 1958.
<sup>2</sup> Includes \$26,335.03 disbursed to Cook County for Treasurer's Fees.

Contract	\$236, 756. 37 \$236, 756. 37 122, 153. 08 160, 432. 262. 18 160, 432. 20 39, 196. 38 42, 149. 90 52, 362. 10 36, 368. 40 139, 752. 31 53, 624. 78 44, 080. 65 140, 964. 19 110, 102. 35 70, 217. 45 11, 636. 25 9, 930. 05 11, 636. 25 9, 930. 05 11, 636. 25 11, 636. 25 12, 179. 72 13, 332. 30 17, 832. 37 17, 832. 37	57, 066.20 79, 444.30 74, 216.60 66, 286.44
Width in Feet	20 20 20 20 20 20 20 20 20 20 20 20 20 2	26 & 38 22 18 21
Type	& brick & brick & brick & brick & brick & surf. E surf.	Ty. A & base.  Ty. A & grad.  Ty. B, grad. & bridge.  A-3 bit. surf. treat. & SC base.
Length in Miles	888.0000000000000000000000000000000000	1.153 2.211 0.265 2.160
Location	Kellerville, north to US 24 near Clayton  24 mi. southeast of Cache, east  27 mi. east of McClure  2 mi. north of Old Ripley, north  2 mi. south of Pocahontas, south  2 mi. south of Poplar Grove  2 mi. south of Poplar Grove  2 mi. south of Poplar Grove  3 mi. north of Neponset, south  3 mi. northwest of Ladd  Miledgeville, northerly  3 mi. northwest of Chandlerville, southwest  2.2 mi. southwest of Chandlerville, south  3 mi. northwest of Chandlerville, south  3 mi. north of Vola  Montgomery Co., northerly  1 mi. south of Fairgrange, north to Douglas Co.  1 mi. north of Fairgrange, north to Douglas Co.  2 mi. north of Fairgrange, north  1 mi. south of Waynesville  2 mi. south of Waynesville  3 mi. south of Waynesville  4 mi. south of Waynesville, south  1 mi. west of Hindsboro, north  1 mi. west of Maperville, south  2 mi. west of Naperville, south  1 mi. west of Naperville, south  2 mi. west of Naperville, south  3 mi. south of Westmont, west  2 mi. south of Westmont, east  2 mi. south of Westmont, east	III. 83, 2½ mi. south of Hinsdale, west-2½ mi. south of Downers Grove, easterly 3½ mi. south of Vermilion.
Section	29.0 22.8 22.8 22.8 22.8 22.8 23.8 23.8 23.8	160G 161G 30B 13-1Q
FAS Route No.		1153 1153 678 814
County	Adams. Alexander. Alexander. Bond. Bond. Bond. Boone. Boone. Boone. Bureau. Carrell. Cass. Cass. Cass. Clinton.	DuPage DuPage Edgar

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Contract	97, 918. 23 103, 948. 08 53, 355. 59 31, 764. 46 58, 925. 52 11, 830. 50 11, 830. 50 12, 921. 39 174, 868. 79 192, 859. 10 21, 981. 07 22, 822. 60 79, 663. 00	107, 859. 85 30, 862.03 30, 862.03 30, 862.03 30, 862.03 33, 636. 45 134, 171. 75 267, 590. 60 132, 439. 50 132, 439. 50 145, 976. 52 175, 541. 57 63, 718. 70 83, 945.90 83, 945.90 83, 946.90 176, 221. 40 83, 946.90 83, 946.90 83, 946.90 83, 946.90 83, 946.90 83, 946.90 83, 946.90 83, 946.90 83, 946.90
Width in Feet	20 20 20 20 20 20 20 20 20 20 20 20 20 2	28888888888888888888888888888888888888
$\mathrm{Type}$	B-3 bit, surf. & SC base A-3 bit, surf. treat, grad. & base A-3 bit, surf. treat, grad. & base A-3 bit, surf. treat, grad. & base A-3 bit, surf. treat. & base Bridge Bridge Ty. B & grad. Ty. B & grad. Ty. B & grad. A-3 bit, surf. treat. & base Ty. B, grad. A-3 bit, surf. treat. & base PCC pavement & overpass A-3 bit, surf. treat. Bridge A-3 bit, surf. treat. Bridge A-3 bit, surf. treat.	A-3 bit. surf. treat.  Ty. B. grad. & bridge.  A-3 bit. surf. treat.  Ty. B. & grad.  Ty. B. grad., culvert & railroad work  A-3 bit. surf. treat., grad., base & culvert  Ty. B. grad. & bridge.  Ty. B. grad. & bridge.  PCC pavement, grad. & bridge.  Ty. B. grad. & bridge.  A-3 bit. surf. treat. & grad.  Ty. A & grad.  Ty. B grad. & bridge.  Ty. B, grad. & bridge.  B-3 bit. surf. treat., grad. & base.  B-3 bit. surf. treat., grad. & base.  B-3 bit. surf. treat., grad. & base.
Length in Miles	3.058 1.933 1.856 0.587 0.012 0.012 0.012 1.687 1.687 1.687 0.459 0.459 0.459 0.041 0.041	2. 191 2. 191 2. 191 3. 192 4. 191 4. 191 4. 192 4. 192 4. 192 4. 192 4. 192 5. 193 6. 168 6. 168 7. 192 7. 192 7. 193 7. 193
Location	West Salem, east	Elderville, west 2.7 mi. east of Elderville, east 1.78 mi. east of Elderville, easterly. Warsaw, south. III. 46 at Niota, southerly Rosiclare, northwesterly 24 mi. east of Carman, easterly 2 mi. south of Osco, westerly 2 mi. south of Stockland. 2 mi. south of Stockland. 2 mi. south of Stockland. 3 mi. east of Pittwood. III. 49, 4 mi. north of Clissna Park, west. Woodland, east. Woodland, east. Woodland, east. III. 34, 4 mi. north of Stockland, north. In west of Papineau, west. Woodland, east. Onarga, east. Onarga, east. Onarga, east. User, west. User,
Section	2000- 37Q- 39Q- 102-1R- 8Q, 26Q- 21B- 28B-1- 28B-1- 28G- 28G- 28G- 30Q- 15Q- 15Q- 38Q- 38Q- 38Q- 38Q- 40- 40-	24-26 24-36 420-420-436-436-436-406-406-406-406-406-406-406-406-406-40
FAS Route No.	808 715 716 716 711 340 353 353 353 353 353 353 353 353 1273 1273 1273	28 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
County	Edwards Fayette Fayette Fayette Fayette Ford Ford Ford Ford Ford Ford Ford Ford	Hancock Hancock Hancock Hancock Hancock Hancock Hardin Henderson Henry Hoquois Iroquois

	990. 174.3.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.	24, 156, 00 31, 385, 70 32, 380, 05 41, 022, 30 43, 044, 90 18, 827, 55 19, 380, 00 19, 380, 00 15, 294, 76 16, 281, 30 17, 281, 30 17, 281, 30 18, 30, 00 18, 30, 00 18, 30, 00 19, 30, 30 19,
\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	2000 2000 2000 2000 2000 2000 2000 200	22322222222222222222
A-3 bit. surf. treat., grad. & base. B-4 bit. surf. Is 4 bit. surf. Gr. or cr. st. & grad. A-3 bit. surf. treat., grad. & base B-4 bit. surf., grad. & base wid. Ty. B & grad. Ty. B, grad. A-3 bit. surf. treat., grad. & base A-3 bit. surf. treat., grad. & base A-3 bit. surf. treat., grad. & base A-3 bit. surf. treat. & base PCC pavement & grad.	ridge. 4 bit. su 5 kit. su 6 kg 8 kg	A-3 bit, surf, treat., grad. & base A-3 bit, surf, treat., grad. & base B-4 bit, surf, grad. & base A-3 bit, surf, treat., grad. & base A-3 bit, surf, treat., grad. & base A-3 bit, surf, treat. A-3 bit, surf, treat. A-3 bit, surf, treat. Ty. A A-3 bit, surf, treat.
2 2 2 3 2 3 2 4 3 6 7 7 4 3 6 7 7 4 3 6 7 7 4 3 6 7 7 7 4 3 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	0.032 0.032 0.032 0.033 0.	3 - 1 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2
10.9 mi. south of Wartrace, south.  III. 47, 3 mi. north of Lily Lake, southeasterly.  III. 47, 2 mi. south of Sugar Grove, easterly.  III. 64 west of St. Charles, north.  Over Tyler Creek on Almora Rd.  Bowes Rd., south to US 20.  Will-Kankakee county line, east  St. George, west to US 54.  Will County line, 7 mi. north of Minooka, west  III. 47, west to Lisbon.  US 150, ½ mi. northwest of Knoxville, west  US 150, ½ mi. northwest of Lake Forest, east	2 mi. northwest of Lake Forest III. 120 at Hainesville, north.  Millburn, east to US 41.  Fairfield, southeasterly.  III. 83 near Long Grove, east.  III. 73, north.  ½ mi. west of Lake Villa, southerly.  ½ mi. west of Aptakisic, north.  III. 176 in Libertyville, southerly.  III. 59A at Fremont Center, south.  4 mi. east of Leonore over Vermilion River.  Over Crook Leg Creek, ½ mi. north of Wedron I mi. south of Marseilles, southwesterly.  2 mi. south of Tonica, westerly.  Sheridan, west.  I mi. north of Sumner, north.  ½ ni. north of Sumner, north.	Franklin Grove, easterly  1 mi. southeast of Nachusa, south.  3 mi. southwest of Dixon, southwest  ½ mi. west of Shaws, west  1 mi. west of Shaws, west  1 mi. west of Shaws, west  1 mi. west of Shaws, south  6 mi. west of Ocoya, south  5½ mi. south of Graymont, west  111. 47, ½ mi. south of Strawn, west  4 mi. north of Chatsworth, east  Odell, east to III. 47  III. 75 6 mi. east of Dwight, north  3 mi. south of Campus, west  2½ mi. south of Campus, west  2½ mi. south of Lincoln, south  1 mi. south of Lincoln, south
690, 16)Q 690, 920, 1720, 1768 1760, 1260, 230, 240, 240, 43-10, 69-10,	568.VB 720.R 760.R 840.R 1200. 1330. 1370.	780 800 810 810 820 830 780 780 780 1050 1050 1050 1050 1310 1310 1310 131
23 + 63 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2011 2011 2012 2005 2005 2005 2005 2005	186 178 178 178 178 178 186 186 186 188 188 188 188 188 188 18
Kane Kane Kane Kane Kane Kankakee Kankakee Kandall Kendall Knox	Lake Lake Lake Lake Lake Lake Lake Lake	Lee Lee Lee Lee Livingston Living

TABLE 54.—Continued.

Contract	47, 469, 30 68, 599, 40 66, 599, 40 114, 427, 42 115, 924, 67 114, 427, 42 115, 924, 67 117, 924, 67 117, 932, 06 117, 932, 06 117, 932, 06 118, 932, 00 118, 932, 00 118, 932, 00 118, 844, 80 118, 937, 00 118, 848, 80 118, 848, 80 118, 937, 00 118, 848, 80 118, 837, 90 118, 884, 80 118, 884, 80 118, 884, 80 118, 884, 80 118, 884, 80 118, 887, 32 118, 887, 32 119, 887, 32 110, 10 110, 10 110, 10 111, 10 1121, 553, 55 113, 45 114, 713, 45 115, 178, 46 117, 213, 88 117, 213, 88 118, 228, 05 119, 253, 55 119, 213, 88
Width in Feet	20 20 20 20 20 20 20 20 20 20 20 20 20 2
${ m Type}$	A-3 bit. surf. treat., grad. & base. Bridge. A-3 bit. surf. treat. & base. Bridge. A-3 bit. surf. treat. & base. A-3 bit. surf. treat. & base. B-4 bit. surf. treat. Bridge. A-3 bit. surf. treat. Bridge. A-3 bit. surf. treat. Ty. B. Ty. B. Ty. B. Ty. B. A-3 bit. surf. treat. Ty. B. Ty. B. A-3 bit. surf. treat. A-3 bit. surf. treat., grad. & base. A-3 bit. surf. treat. A-3 bit. surf. treat., grad. & base.
Length in Miles	1. 2. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3.
Location	US 54 at Chestnut, south.  2 mi west of Elkhart, west.  Over LaMoine River, 2 mi. west of Macomb.  I mi. north of Sciota, north.  Adair, west & south.  Adair, west & south.  Min. northeast of Colmar, east.  14 mi. south of Cropsey, south & west.  24 mi. south of Cropsey, south & west.  25 mi. south of Bellflower.  26 mi. west of Hudson, west.  27 mi. northwest of Danvers, north.  28 mi. northwest of Danvers, north.  29 mi. northwest of Colfax, northwesterly.  21 mi. northwest of Colfax, northwesterly.  22 mi. northwest of Colfax, northwesterly.  23 mi. northwest of Lexington, east.  24 mi. northwest of Lexington, east.  25 mi. northwest of Lexington, east.  26 mi. east of Sawyerville.  27 mi. northeast of Nilwood, northerly.  28 mi. west of Nilwood, south.  29 mi. north & 4 mi. east of Kilbourne, east & north.  Nhitefield, south.  11. 159 in Wood River, east & north.  11. 159 in Wood River, east & north.  Nhitefield, south.  11. 37 south.  11. 4. 4 mi. east.  Nhitefield, south.  Nhitefield, south.  11. 39 in Wood River, east & north.  12. 30 mi. ast.  Nain and Mahnes, northwest & west.  Whitefield, south.  13 mi. and of odesford, east & south.  24 mi. north.  25 mi. north.  27 mi. northwest of Burgess.  28 mi. west of Burgess.  Reynolds, south & east.
Section	520 534B 510- 520- 530- 720- 720- 720- 730- 7
FAS Route No.	2014 & 2013 & 2014 & 2013 & 2014 & 2013 & 20
County	Logan. Logan. Logan. Logan. McDonough. McDonough. McDonough. McLean. Macoupin. Macoupin. Macoupin. Macoupin. Marshall.

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28, 954.0 75, 823.5 177, 982.5 257, 889.7	11, (%) (%) (%) (%) (%) (%) (%) (%) (%) (%)		70, 162.3 41, 403.4 165, 332.3			26, 671. ( 3, 775. § 407, 404. ( 2106, 344. (	313, 836. 471, 214. 217, 735. 312, 429.		72, 089. 111, 260. 58, 672. 54, 911. 92, 163. 98, 254. 64 492.	113, 605.1 91, 334.1 144, 576.1 24, 788.1 19, 266.1 148, 105.1 15, 078.1
20 22 20 20 20 20 &	. 1822 2228 32228	2222	20423	<u> </u>	3888	2222	22	32 20 20 20 20	20 20 20 20 30 30 20 & V	32 22 24 20 20 20 20
Bridge. A-2 bit. surf. treat., grad. & base. PCC pavement, grad. & bridge. PCC pavement & grad. A-3 bit. surf. treat.	A-3 bit, surf. treat.  Ty. B & grad.  Ty. B & grad.	ಸ್ಥಳ್ಳ ಪ್ರದ್ಯಾಥ ಪ್ರಪ್ರತ್ಯಾ	1y. B & grad. B-4 bit. surf., grad. & base PCC pavement & grad	Ty. B & grad. Ty. B, grad. & bridge. Ty. B & grad.	-3 bit. surf. -3 bit. surf. -3 bit. surf. -3 bit. surf.	Ty. B & grad. Ty. B & grad. PCC pavement & grad. Foll bit. conc., grad., PCC base & bridge.	PCC pavement & base	surf. treat., prel. surf. treat., prel. surf. treat., grad.	-3 bit. surf. treat., L & crossing work -3 bit. surf. treat., -3 bit. surf. treat., -3 bit. surf. treat3 bit. surf. treat.	Grad.  B-4 bit. surf., grad. & base.  Crossing work at C&NW Ry.  Ty. A & grad.  A-3 bit. surf. treat., grad., prel. engr. & base.  A-3 bit. surf. treat., & SC base.  B-3 bit. surf. grad., prel. engr. & SC base.  A-3 bit. surf. grad., prel. engr. & SC base.  A-3 bit. surf. treat., grad. & SC base.  A-3 bit. surf. treat., grad. & SC base.
0.008 1.130 0.568 2.404 2.332	5.070 3.417 3.928		0.352 0.352 1.533		1.023 1.057 1.420	1.161 0.124 2.516 0.075		0.055 4.184 4.351 3.144 2.877		6.688 4.286 4.005 1.970 1.058 4.435 0.569
Farmersville, west	2 mi. north of Adeline, west	13½ mi. south of Princeville, easterly.  Ill. 116 at Hanna City, northerly.	1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 6 1 2 7 8 1 3 1 1 1 1 1 2 6 6 1 1 1 7 1 1 1 7 1 1 1	8 J F F F F F F F F F F F F F F F F F F	Millstadt, southerly 3 mi. southeast of Carrier Mills US 36 at New Berlin, south	Erwin, east of Springheid  Pawnee, South  Erwin, easterly  End is south of Camden, easterly  Bluffs, southeasterly	Alt. US 67 at Manchester, west  NYC&St.L RR at Trowbridge 2½ mi. southeast of Wyoming- 1½ mi. west of Lombardville, west- Osceola, easterly West Jersey, east- Ill. 26, 3 mi. north of Cedarville, east- Lena, east-	3 mi. north of Shannon, northeasterly.  2½ mi. north of Manito, north & east.  C&NW Ry. at Green Valley.  Pekin, east.  19)Q  Ill. 15, 1½ mi. north of Bellmont, north.  Edwards County, east & Lancaster, easterly.  I mi. north of Lancaster, north.
857 16B 732 4Q 612 32 659&660 14-1 2182 40-1Q.		2 4 4	71-3G 115-1Q 201		900 1-20 100			2980 2900 2000		42A 10-2(Q-4)
	1073 1078 1074	1082 1388 388	1385 1392 534 534	596 597 597	255 255 255 255	1252 254 205 841	837 841 900 621	583 583 583 606	608 1631 1372 208 208 208 376 61 61	78 461 462 1467 1467 926 811 808 807 807
Montgomery Morgan Moultrie	Ogle	Ogle Peoria	Peoria Peoria	Pike Pike Pike	Pike Pulaski Putnam	Putnam Putnam Rock Island.	St. Clair St. Clair Saline	Sangamon Sangamon Schuyler Schuyler	Scott	Stephenson Tazewell Tazewell Tazewell Union Wabash Wabash

TABLE 54.—Concluded.

Contract Cost	40, 646.30 1114, 373.75 17, 398.90 200, 253.45 68, 263.80 81, 659.45 88, 893.00 118, 712.25 49, 179.18 60, 388.36 94, 882.09 88, 874.19 19, 922.26 20, 731.50 31, 699.99 66, 483.28 89, 642.40 115, 560.44 113, 914.63 12, 730.78 12, 730.78 12, 730.78	- \$21, 948, 010.27
Width in Feet	20 20 20 20 20 20 20 20 20 20 20 20 20 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Type	A-3 bit. surf. treat. A-3 bit. surf. treat. A-3 bit. surf. treat., grad., base & crossing work A-3 bit. surf. treat., grad., prel. engr. & base B-3 bit. surf. treat., grad., prel. engr. & SC base B-3 bit. surf., grad. & base B-4 bit. surf. treat. grad. & base B-4 bit. surf. B-5 bit. surf. B-6 bit. surf. B-7 bit. surf. B-7 bit. surf. B-8 bit. surf. B-8 bit. surf. B-9 bit. surf. B-9 bit. surf. B-1 bit. surf. B-1 bit. surf. B-1 bit. surf. treat. B-1 bit. surf. treat. A-3 bit. surf. treat.	
Length in Miles	2. 239 2. 668 2. 668 3. 616 3. 616 3. 616 3. 900 3.	622, 282
Location	Berwick, east Swan Cr., south & Youngstown, west & north Youngstown, south & west US 51 in Ashley, south & west 24 mi, east of Mt. Erie, east 115 mi, west of Rinard, north US 30 near Rock Falls, southwest US 30 near Rock Falls, south of Rockford, south US 31 mi, east of Braidwood, south US 41 mi, east of Braidwood, south US 56, west to Brandon Rd US 24, 2 mi, east of Eureka, southerly US 24, 2 mi, east of Eureka, southerly US 24, 2 mi, east of Cazenovia, westerly US 24, 2 mi, east of Cazenovia, westerly US 24, 2 mi, east of Eureka, southerly Ninnebago, east US 24, 2 mi, east of Eureka, southerly Rappa, northerly Kappa, northerly Kappa, northerly	Total
Section	93.9. 95.0. 16.0. 16.0. 12.5.2.0. 12.9.0. 12.9.0. 13.8.0. 13.9.0. 13.9.0. 13.9.0. 13.9.0. 13.9.0. 13.9.0. 13.9.0. 13.9.0. 14.0.	
FAS. Route No.	404 436 831 8800 8818 8800 818 800 194 1301 1306 1306 1306 1306 1306 1306 1306	
County	Warren Warren Washington Washingsion Wayne Wayne Whiteside Whiteside Will Will Will Will Will Will Will Wil	

<sup>1</sup> Construction in part or all by day labor. <sup>2</sup> 100 per cent matching by the State.

FL—Flashing lights Grad.—Grading Or.—Crushed Meaning of abbreviations and terms used in above table: Bit.—Bituminous Conc.—Concrete Cr.—Gravel

Var.—Variable PCC—Portland cement concrete Mi.—Miles Ty.—Type Treat.—Treatment Wid.—Widening

A-3, B-4, I-11, etc. refer to the Standard Specifications of the Division of Highways for various types of bituminous surfaces.

SC—Soil cement St.—Stone Surf.—Surface

TABLE 55.—DETAILED TABULATION OF CONTRACTS AWARDED DURING 1958 UTILIZING THE ADDITIONAL FUNDS APPROPRIATED UNDER SECTION 2(a) OF THE FEDERAL-AID HIGHWAY ACT OF 1958.

Contract Cost	\$87, 867, 553 24, 028, 70 24, 028, 70 26, 011, 40 20, 367, 171, 44 20, 367, 46 20, 367, 45 60, 011, 40 23, 384, 60 60, 011, 40 60, 011, 40
Width in Feet	82 82 82 82 82 82 82 82 82 83 83 83 83 83 83 83 83 83 83 83 83 83
Type	A-3 bit. surf. treat. & base  A-3 bit. surf. treat., grad. & base  Ty. A & grad.  B-5 bit. surf.  Ty. B  A-3 bit. surf. treat. & base  A-3 bit. surf. treat. & base  A-3 bit. surf. treat. & base  Bridge.  A-3 bit. surf. treat. & base  A-3 bit. surf. treat. & base  Bridge.  A-3 bit. surf. treat. & base  Ty. B & grad.  A-3 bit. surf. treat. & base  Ty. B, grad. & bridge  B-3 bit. surf. treat. grad. & base  Ty. B, grad.  A-3 bit. surf. treat. grad. & base  Ty. B, grad.  A-3 bit. surf. treat. grad. & base  A-3 bit. surf. treat. grad. & base  B-3 bit. surf. treat. grad. & base  A-3 bit. surf. treat. grad. & base
Length in Miles	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Location	44 mi. south of Kingston, southeast & east 11. 3 & 127, 1½ mi. south of Pocahontas, south Poplar Grove, south Cooperstown, easterly 4 mi. south of Ripley, south Cooperstown, easterly 4 mi. south of Ripley, south 4 mi. north of Mineral, north 1 mi. north of Batchtown, east 1 mi. north of Shannon, north 1 mi. north of Shannon, north 1 mi. southwest of Sadorus, west 1 mi. southwest of Sadorus, west 2 mi. southwest of Sadorus, west 2 mi. southwest of Sadorus, south 1 mi. north of Iola, north 2 mi. south of US 50 at Shattuc, southerly 2 mi. south of US 50 at Shattuc, southerly 2 mi. north of Pose Salorus, south 1 mi. 3, 1½ mi. north of DeKalb, easterly 2 mi. northeast of Kemp, north 1 mi. 3, 1½ mi. northeast of Flemington 2 mi. north of Piper City, west & north 3 mi. north of Piper City, west & north 3 mi. north of Piper City, west & north 3 mi. north of Piper City, south 4 mi. south & Middle Fork of Saline River near 1 mi. 3 mi. north of Piper City, east cluba, northeasterly 1 mi. south & 2.6 mi. east of Morris, east 2 mi. south & 2.6 mi. east of Joslin, northeast 3 mi. north of Cissna Park. 2 mi. west of Bryce, westerly 2 mi. west of Bryce, westerly 2 mi. west of Bryce, westerly 3 mi. north of Cissna Park.
Section	83.0. 30.0. 30.0. 27.0. 11.0. 19.1.0. 19.1.0. 19.1.0. 19.1.0. 13.1.1. 13.1.1. 13.1.1. 13.1.1. 13.1.0. 13.1.1. 13.0. 10.0. 10.0. 10.0. 10.0. 10.0. 10.0. 10.0. 10.0. 10.0. 10.
FAS Route No.	1596 1583 1583 1583 1583 1583 1583 1583 1583 1786 1786 1796 1710 1711 1874 1874 1874 1874 1874 1874 1874 1874 1874 1874 1874 1874 1874 1874 1874 1874 1874 1877 1888
County	Adams. Alexander. Bond. Boone. Brown. Brown. Calhoun. Carroll. Cass. Champaign. Chark. Clark.

TABLE 55.—Concluded.

Contract	41, 009.52 61, 148.10 27, 759.10 46, 938.30 27, 759.10 81, 750.00 81, 750.00 82, 728.00 81, 750.00 82, 728.00 83, 728.00 83, 729.00 84, 548.00 86, 378.00 87, 380.00 88, 70.00 88, 32.00 88, 70.00 88, 335.34 89, 924.67 89, 924.67 88, 935.35 88, 70.00 89, 321.50 89, 321.50 89, 322.85 89, 924.67 89, 924.67 88, 893.35 88, 70.00 89, 321.50 89, 322.85 89, 924.67 89, 924.67 89, 924.67 89, 924.67 89, 924.67 89, 924.67 89, 924.67 89, 924.67
Width in Feet	20
$\mathrm{Type}$	B-3 bit, surf., grad. & base wid.  Ty, B & grad. A-3 bit surf. treat., grad. & base. B-3 bit surf. treat., grad. & base. B-4 bit surf. B-5 bit surf. B-6 bit surf. B-7 bit surf. B-7 bit surf. B-8 bit surf. B-8 bit surf. B-9 bit surf. B-9 bit surf. B-1 bit surf. B-1 bit surf. B-1 bit surf. B-2 bit surf. B-3 bit surf. B-3 bit surf. B-4 bit surf. B-5 bit surf. B-6 bit surf. B-7 bit surf. B-7 bit surf. B-8 bit surf. B-8 bit surf. B-9 bit surf. B-1 bit surf. B-1 bit surf. B-1 bit surf. B-1 bit surf. B-2 bit surf. B-3 bit surf. B-3 bit surf. B-4 bit surf. B-5 bit surf. B-6 bit surf. B-7 bit surf. B-7 bit surf. B-8 bit surf. B-8 bit surf. B-9 bit surf. B-1 bit
Length in Miles	2. 633 1. 453 1. 453 1. 453 1. 135 1.
Location	III. 49 in Willow Hill, south  Mt. Vernon, northwesterly  Mi. north & 3½ mi. west of Medora, westerly US 20, 1½ mi. east of Elizabeth, southerly.  US 20, 1½ mi. east of Elizabeth, southerly.  III. 146 at Wartrace, south  1½ mi. west of Gilberts, southeasterly  III. 17, 3 mi. west of Union Hill, south  Black Creek, 1 mi. east of Bristol Sta.  III. 97 at Glison, east  US 45 at Gages Lake, easterly  SA 1 at Grays Lake, easterly  SA 1 at Grays Lake, easterly  Marseilles, westerly  Imi. northwest of Ottawa, north.  Imi. northwest of Ottawa, north.  Imi. northwest of Ottawa, north.  Chauncey, north  Imi. south of Forrest, east  Imi. south of Colpsey, south & west.  Imi. south of Colpsey, south & Colfax.  Ami. south of Colex.  Imi. south of Seersburg, north.  Between Marine & Grantfork  Imi. ast of Macon, easterly  Imi. south of Petersburg, north.  Imi. south of Petersburg, north.  Imi. north of Petersburg, north.  Imi. north of Parmersville, west.  Imi. west of Farmersville, west.  Imi. ast of Bruce.  O.9 mi. northwest of Cadwell.  Leaf River at north limits of Adeline.  Imi. 72, 2 mi. east of Leaf River, north.  Entrance Greater Peoria Airport, north & east.  Conant, north.  In Mark Surford Version Wall to Corey & Stanford to
Section	100W, RS 82G 22Q 70Q 101Q 28Q 28Q 28Q 28Q 28Q 135G 105G 106G 106G 109G
FAS Route No.	705 826 746 80 931 130 1277 1277 1277 1277 1277 1277 1277 127
County	Jasper Jefferson Jersey Jobaviess Johnson Kane Kankakee Kendall Knox Lake Lasalle Lasalle Lasalle Lasalle Lasalle Lasalle Lasalle Lasalle Lasalle McDonough McLean McLean McLean McLean Macon Macon Macon Marion Marshall Mason Marion Marshall Mason Marion Marshall Mason Marion

	14, 346, 50 87, 865, 624, 03
20 20 20 20 20 20 20 20 20 20 20 20 20 2	20
A-3 bit. surf. treat., & base.  Ty. B & grad. A-3 bit. surf. treat., grad. & base B-3 bit. surf. treat., grad. & base B-3 bit. surf. & base. B-4 bit. surf. treat., grad. & base B-5 bit. surf. treat., grad. & base B-6 bit. surf. treat., grad. & base B-7 bit. surf. treat., grad. & base B-8 bit. surf. treat., grad. & base B-8 bit. surf. treat., grad. & base B-8 bit. surf. treat., grad. & base B-9 bit. surf. treat., grad. & base B-8 bit. surf. treat., grad. & base B-9 bit. surf. treat., grad. & base B-8 bit. surf. treat., grad. & base B-9 bit. surf. treat., grad. & base B-1 bit. surf. treat., grad. & base B-1 bit. surf. treat., grad. & base B-1 bit. surf. treat., grad. & base B-2 bit. surf. treat., grad. & base B-3 bit. surf. treat., grad. & base B-4 bit. surf. treat., grad. & base B-5 bit. surf. treat., grad. & base B-6 bit. surf. treat., grad. & base B-7 bit. surf. treat., grad. & base B-8 bit. surf. treat., grad. & base B-9 bit. surf. treat., grad. & base	t, surf, treat.
3.201 A-3 bit. su 0.615 A-3 bit. su 0.859 Ty. B & g 1.300 A-3 bit. su 0.476 B-3 bit. su 0.460 PCC pave 0.012 Bridge 2.821 A-3 bit. su 1.667 Ty. B 2.157 Ty. B 2.157 Ty. B 2.157 Ty. B 2.670 B-4 bit. su 1.072 A-3 bit. su 0.304 PCC pave 0.948 A-3 bit. su 1.072 A-3 bit. su 1.072 A-3 bit. su 3.203 A-3 bit. su 1.072 A-3 bit. su 1.072 A-3 bit. su 3.254 PCC base	766
	TotalTotal
	42G
18859 18859 18859 18859 18859 18859 18859 18859 18859 18859 1985 1985	1302
Pike.  Pulaski.  Pulaski.  Putnam.  Randolph.  Richland.  Richland.  Rock Island.  St. Clair.  Sangamon.  Schuyler.  Warren.	opariota w

Construction in part or all by day labor.

2 100 per cent matching by the State.

Bit.—Bituminous

Conc.—Concrete

Grad.—Grading

Cr.—Crushed

Var.—Variable PCC—Portland cement concrete Mi.—Miles A-3, B-4, I-11, etc. refer to the Standard Specifications of the Division of Highways for various types of bituminous surfaces. Tr.—Type Treat.—Treatment Wid.—Widening SC—Soil cement St.—Stone Surf.—Surface

TABLE 56.—COUNTY CONSTRUCTION APPROVED DURING 1958.

County M. Exp.)		Concrete Base	Concr	not on a Concrete Base	Grave	Gravel or Stone Surfaces	Earth	Earth Grading	A	Bridges	Total Cost
aign	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost	
Exp.)		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	0.4980	\$ 68,016.60	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 1 1 1 1 1 1 1 1 1		1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	pen	94 300 60	\$ 68, 016. 60 24.300. 60
Exp.)	1		10 4607	117 967 05	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				-	4. T.	117, 267.
Exp.)	33.1968	\$4, 322, 059, 21	1.4525	25, 653. 25	1	t			9	,307,659.	6, 655, 372.
dgar	5.8352	7, 338, 008.75	0.9200	68, 173, 32	8.9610	\$257, 719.74	1.6038	\$1, 121, 073.90	, co	445.	45, 005, 520.
Grundy	1 1		1 1 1 1 1 1 1		3.3404		1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 1 1 2 7 3 3 3 3 7 7	7	37, 072.57	072.
	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.0003	15, 955.60	1 0994	40 264 78					40, 264, 78
Iroquois	. 2	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.5492	2, 679.01	3.0207	222.					901.
Kane	1 1 1 7	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8.9380	17, 134.60	2.3356	66, 539.25	1 1 1 1 1 1 1	1 6 T T T T T T T T T T T T T T T T T T	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	98 380 00	83, 673, 85 98, 380, 00
Kankakee	1 ? ? !		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						<b>→</b>	28, 422.00	28, 422.
Knov	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4.1143	46, 189, 13		1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	189.
AKC			1.7984	16, 609.67	6.4159.	190, 509.78	1 1 1	8 1 1 1 1 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2	1 0	10010	119.
96	1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0900	201707	0.3267	00 064 06	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		77	04, 659. 20	95, 914, 60
JVINgston	t t t t t t t t t t t t t t t t t t t		9.9800 9.9805	4, 734,00							056.
Macon				279.					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 (	279.
Madison	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		823.	1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.6260	8 5 5 8 8 8 8 8 8 8 8 8 8 8 7	7	152, 010.03	833.
Marshall	1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.8272	15, 677.84	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15, 077.54
WISSON	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7.0007		5 1012	114, 997, 50			2	40, 874, 92	155, 872.
McLean	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	F	14.1490	64, 125.10	6.8534	44, 535.37	9.6060	54, 651.86	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	17, 499.80	180, 812.
Montgomery	!	3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0.9463	1 003 00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	21, 496.58	
Morris	1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1381	40, 525, 85	1.8160	137, 783, 73	0.2300	1, 500. 50		J 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	309.
Piatt	I I I I I I I I I I I I I I I I I I I		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				1 1 1 1 1 1	560.	560.
Rock Island			1 1 2 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5.8643	606	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 8 0 1 1 1 1 1 1	_	42, 304. 40	213.
Stephenson	1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The Car	140 097 00	9.2330	82, 322.80	f 1 3 1 1 2 2 2 1		1	96 468 90	87, 037. 21 176, 996, 70
Nogowoll	1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6.0936	39,677,66	8 0778	253 820 80	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	} :	4		498
Whiteside	1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7.9355	34, 765.62			3.4786	6, 388.13			153.
Will	1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2.1421	43, 968, 95	0.6244	18, 728. 70	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		62, 697.65
Winnebago		2   1   2   3   4   5   5   5   5   6   6   6   6   6   6	6. 4243	30, 087.73	15.1672	380, 177.82			-	0111, 705.10	010
Total	39.0330	\$11,660,067.96	95,9657	\$1, 158, 047, 45	84.2793	\$1, 927, 140.98	15.5607	\$1, 184, 097.79	462	5\$37,565,112.11 \$53, 494, 466.29	\$53, 494, 466.29

The costs tabulated in the "Cost" columns include estimated costs for day labor improvements and contract prices for contract improvements.

1 Only bridges having a 20-foot span or over are included in the number. The "Cost", however, includes small culverts and other incidental work built sepa-Notes: This table includes all day labor construction that was authorized and all contracts that were approved during 1958.

rately or with the bridge sections.

2 Includes a joint project with Village of Robbins.

3 Includes a joint project with State. (State to reimburse county \$7,255.00).

4 Includes 22 highway grade separations, 5 railway grade separations, 1 railway bridge, 4 temporary railway trestles, 2 pedestrian bridges, 1 highway tunnel,

and 1 viaduct.

<sup>5</sup> Includes \$144,202.78 for railroad crossing protection, \$356,461.89 for relocation of fixed-rail mass transit system, \$3,783,223.06 for furnishing and delivering structural steel and prestressed concrete girders, \$5,386,060.17 for storm sewers, \$375,757.65 for a pumping station, and \$93,695.00 for building removal.

TABLE 57.—RECAPITULATION OF COUNTY CONTRACTS APPROVED AND DAY LABOR CONSTRUCTION AUTHORIZED DURING 1958.

Total Cost		\$ 273, 131. 58 43, 493, 587. 71 1, 006, 504. 54 8, 721, 242. 46	\$53, 494, 466.29
Bridges1	Cost	\$34, 697, 240, 22 43, 493, 587, 7 21, 496, 58 1, 006, 504, 5 2, 846, 375, 31 8, 721, 242, 4	\$37, 565, 112.11 \$53, 494, 466.29
Bri	Number	42.	62
Earth Grading	Cost	1.6038 \$1,121,073.90 13.3309 63,023.89 0.6260	15.6707 \$1,184,097.79
Earth	Miles	1	15.670
Gravel or Stone Surfaces	Cost	\$ 273,131.58 337,264.84 768,007.90 548,736.66	2793 \$1,927,140.98
Gravel G	Miles	8.8850 \$ 11.7758 35.9173 24.7012	81.2793
is Surfaces on a te Base	Cost	0.9200 18.9591 \$ 153,976.17 76.0848 1,004,071.28	95.9639 \$1,158,047.45
Bituminous Surfaces not on a Concrete Base	Miles	0.9200 18.9591 76.0848	95,9639
Concrete Pavement and Surfaces on a Concrete Base	Cost	5.8352 \$7,338,008.75 33.2968 4,322,059.21	39.1320 \$11, 660, 067.96
Concrete and Sur Coner	Miles	5.8352	39.1320
Day Labor	Contract	Day Labor <sup>2</sup> Contract Day Labor <sup>2</sup> .	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
wei		15d	Total.

<sup>1</sup>Only bridges having a 20-foot span or over are included in computing the number. The "Cost," however, includes small culverts and other miscellaneous work built separately or with bridge sections.

<sup>2</sup> Day labor costs are engineers' estimates.

TABLE 58.—COUNTY CONSTRUCTION APPROVED, 1916 to 1958, INCLUSIVE.1

	E S	Surfacing	Earth	Earth Grading	B	Bridges
Year	Miles	Cost	Miles	Cost2	Number	Cost2
1916 to 19203	1, 664.48 6, 153.62 3, 367.12 408.39 313.27 268.61 316.07 257.08 330.57 272.94 207.49	\$ 9, 238, 675.39 41, 968, 100.17 66, 425, 985.93 47, 619, 131.45 9, 330, 121.98 8, 745, 470.68 11, 874, 641.30 20, 283, 423.65 6, 652, 049.88 10, 354, 246.37 10, 823, 343.16	92.58 372.87 1, 682.76 364.29 14.69 7.85 19.67 0.47 7.92 10.53	\$ 378, 226.46 3, 884, 341.86 5, 752, 533.69 2, 190, 615.69 117, 035.49 30, 552.39 831, 362.44 1, 011, 882.26 728, 732.86 96, 677.68 1, 181, 739.77 1, 184, 097.79	1, 550 333 333 33 30 34 27 115 115 62	\$ 275, 419. 51 5, 120, 359. 58 10, 866, 382. 64 19, 598, 988. 60 8, 340, 728. 72 6, 102, 215. 76 6, 659, 371. 68 2, 837, 779. 82 9, 417, 595. 10 37, 565, 112. 11
Totals	13, 980, 40	\$257, 787, 284.77	2, 600.89	\$17, 387, 808.38	2, 601	\$129, 547, 886.67

<sup>1</sup> No day labor construction was approved prior to the year 1930.
<sup>2</sup> "Cost" includes the estimated cost on day labor sections and the contract price on contract sections and does not include any canceled contracts.
<sup>3</sup> For the individual yearly figures see the annual report for the year 1957, page 190.

TABLE 59.—COUNTY CONSTRUCTION COMPLETED DURING 1958.

		te Paveme		Bitumi- nous	Gravel			Bridges
County	Widening and Single- lane	Two- lane	Four- lane or Over	Surfaces not on a Concrete Base	or Stone Surfaces	Oiled Earth	Earth Grad- ing	20-foot Span or Over
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Bureau				1.65				
C . 11				3.36				
Champaign		0.34		19.46	13.71			
Cook		0.86	38.62	0.54	1.19			(
Cook (Expy.)		0.30	2.81	0.01	1.10			14
DeKalb		0 10	2.01	3.93	8.96			3
Edgar				0.00	0.00			. 2
Grundy				1 00				~
			/	1 ()()	1.02			
Iroquois				0.55	1.02			
Indruon					2.84			
Jackson Kane				0.00				
		0.00		8.98	2.34			
Kankakee				1,36				1
Kendall					1.52			_
Knox				1.62	4.11			
Lake				1.80	5.51			
LaSalle					2.27			
Lee								6
Livingston				1 00				
Livingston Logan		0.70		0.36				
McHenry					5.10			
McLean				11.59	6.63		2.82	
Macon				7.24				
Madison		0.04		0.70				2
Marshall				1.83				
Mason				2.50				
Peoria				5,14	4.34			
Rock Island				7,11	5.09			1
Sangamon				0.38	0,00			1
Stark								1
St. Clair		0.69		1.00				1
Tazewell		0.62		1.81	0.00			1
				6.02	8.08	9 40		
Whiteside				8.66	0.72	3.46		
Will				2.14	1.54			
Winnebago				11.21	11.05			
Total		15.67	241.43	3105.83	486.02	3.46	2.82	538

Notes: The above table does not include miscellaneous improvements such as storm sewer work, railroad crossing protection installations, small bridge projects, building removal projects, highway lighting, landscaping, etc.

<sup>&</sup>lt;sup>1</sup> Includes 2.61 miles of PCC pavement, 0.34 mile of Subclass I-11 bituminous concrete pavement on new PCC, 2.02 miles of Subclass  $\Lambda$ -3 on new soil-cement base, 0.70 mile of Subclass  $\Lambda$ -3 on existing PCC.

<sup>&</sup>lt;sup>2</sup> Includes 4.83 miles of PCC pavement, 36.60 miles of Subclass I-11 bituminous concrete pavement on existing PCC (includes 9.19 miles of Subclass I-11 bituminous concrete pavement—3 lane).

## TABLE 59.—Concluded.

TABLE 59.—Concluded.	
<sup>3</sup> Includes the following types:	
Subclass A-1 8.98 mi	
Subclass A-2 1.62 mi	lles
Subclass A-3	les
Subclass B-2 1.21 mi	les
Subclass B-3 1.80 mi	les
Subclass B-4 5.29 mi	
Subclass B-4 modified 2.14 mi	
Subclass I-11 9.08 mi	
Bituminous road mix	les
Total	les

<sup>&</sup>lt;sup>4</sup> Includes 32.84 miles of Type A surface, 34.79 miles of Type B surface, 16.05 miles of Type B base, and 2.34 miles of Type Special.

## RECAPITULATION

Rigid type surfaces (summation of columns 1, 2 and 3) 47.10	miles
Nonrigid type surfaces:  Low type bituminous (summation of columns 4 and 6)	miles
Type A gravel or crushed-stone surface	
Type B gravel or cushed-stone surface	
Type B gravel or crushed-stone base	miles
Type Special gravel or crushed-stone surface 2.34	miles
Total surfacing	
Grading 2.82	miles
Bridges	each
Highway grade separations 6	each
Railroad grade separations	each
	each

<sup>&</sup>lt;sup>5</sup> Includes 6 highway grade separations, 3 railroad grade separations, and 4 pedestrian bridges.

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	Balance on Hand Dec. 31, 1958		1, 103.96 7, 930.02
	Total Disbursed During 1958	\$ 25,768.26 2,379.20 4,185.65 4,185.65 3,300.00 13,300.38 1,980.47 4,170.39 12,980.00 12,980.00 12,980.00 12,980.00 12,980.00 12,980.00 12,980.00 13,300.00 14,932.80 16,628.42 2,000.00 17,335.38 11,335.38 11,335.30	239. 588. 574.
	Miscellaneous and Treasurer's Fees <sup>4</sup>	\$28.50	2
	Mainte- nance	\$24,545.94 2,322.95 3,805.14 4,142.53 37,164.66 3,300.00 1,952.16 1,989.49 1,170.39 1,408.16 2,925.00 12,392.56 3,785.08 11,800.00 15,520.17 2,000.00 1,335.38 1,864.00 1,864.00 1,864.00 1,864.00 1,960.00 4,600.00 4,120.47	3, 239.06 1, 283.58 503.36
ed for	Municipal Indebted- ness	\$ 5,362.50 114,932.80	00.000, 60
Disbursed for	Engineering	\$ 1, 222.32 56.25 56.25 50.00 208.38 1, 190.82 1, 190.82 269.08 21, 130.89 104.57	216.64
	Right-of- way		
Î	Con- struction	\$11,057.40	3, 087.78
	Total Available During 1958	8888 822 1154 1154 1154 1158 823 823 823 823 823 823 823 823 823 82	273, 357, 36 3, 516, 64 5, 691, 96 8, 504, 90
	Allotted During 1958	8801. 23.25.25.25.25.25.25.25.25.25.25.25.25.25.	119,717.38 1,693.83 2,934.50 1,704.61
	Balance Available Jan. 1, 1958	8899.77 899.7	153, 639. 98 1, 822. 81 2, 757. 46 6, 800. 29
	Municipality	Abingdon—Addison Addison Addison Adeline Albors Albion Alexis Allendale Alsip Alsip Alsip Altimont Alton A	Armington Heights Armington Aroma Park Arrowsmith

TABLE 60.-Continued.

					ALLESTER OVE	Omorran					
						Disbur	Disbursed for				
Municipality	Balance Available Jan. 1, 1958	Allotted During 1958	Total Available During 1958	Con- struction	Right-of- way	Enginecring	Municipal Indebted- ness	Mainte- nance	Miscellaneous and Treasurer's Fees <sup>4</sup>	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
Arthur	1. 497 78	9, 560, 55	058	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1		1	1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	058
Ashkum	899.			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 3 6 9 6 8 8	58.81	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	986.	1 2 3 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	2,045.18	1, 120.07
Ashland	2, 910. 16 8, 997, 60	604. 081	8, 514, 89	1		132, 48	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6, 255, 36	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6, 303.27	040
Ashmore	451.		641.		8	. 1		206.	64.12	270	1,371.49
Ashton	299.	925.	224	1, 124, 33	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		4, 925 02			224	1.5
Assumption		7, 908.09	36, 481, 41	18, 686.09			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	600.00		20, 600, 00	15,881.41
ASLOTIA	9000	7, 055.80				100.00		0, 122, 12		7, 222. (2	
A things	958.	5, 653, 27	9, 011.72	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		5 0 2 2 1 5 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4, 090, 00	0, 180.17	! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! !	990.	433
A tlonto	707	7, 400,00		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		02 021		8 691 67	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 709 10	179
A twood		70.010.01	204.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	170.02	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	170		776	
Amburn	207	10, 580, 71	- "	1 r l	1 1 1 1 1 1 1 1	1	1 1				59, 406, 16
Angusta	697	002	5 795 04		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 2 2 7 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	4 893 64	1 1 2 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 893 64	831.
Amora	759	915	: 15	938 983 01		91 539 30	38 991 00	1,000.01	1	506	
Ava		959	15,019,911	10.000	F	200.000	2000	4, 693, 75		693	326
Aviston	2, 237, 94	713.			1 7 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0			845		845.	106.
Avon-	592.	693.	10	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			439.	14.40	454.	6,831.31
Baldwin.	425.		10	1 1 1 1 1 1	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	976	358.
Banner			0		1 1 1 1 1 1 1 2 2 2 3	2 F 2 1 3 3 1 8 4 9 4 9	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3, 078.01	3 1 2 1 7 1 1 5 1 5 1 1 5 1 1 1 1 1 1 1 1 1 1	3, 078.01	562.86
Bannockburn	676.		019.	1 1 1 1 1 1 1	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	2 2 2 3 1 2 1 2 1 2 1 2 1 2 1 2 1 1 2 1 1 1 1	6 : 2 : 3 : 3 : 3 : 3 : 3 : 3 : 3 : 3 : 3	
Bardolph	157.	327.			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	$\frac{432}{2}$	52.
Barrington	29, 919.74	876.	796.	27, 629.80	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2, 913, 77		5, 848. 40	1	36, 391.97	19, 404, 42
Barrington Hills	0 7 4			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 100 19		0 100 10	937
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Bartlett	733	1, 009.00 6, 039.05	665	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	00.01	0 1 1 1 2 2 2 2 2 2 2 2 3 3 4 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2		f	200	665
Bartonville		541.		14. 411. 41	2	605.48	16, 618, 91	3.840.00	8	35, 475, 80	
Basco	C:	1, 186, 75	195.			) 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					195.
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Batchtown		278	553.		#	216.00			1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	523.	030
Bath	538.	281.	820.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 2 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 8 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2 2 1 3 1 3 1 1 1 1 1 1	689.	
Baylis	508.	656.	164.		† † † † † † † † † † † † † † † † † † †		1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1, 174. 56	1—31.95	142.	1,021.62
Beardstown	85, 012.34	797.	808	109, 987. 55		7, 822.35	F 1 7 F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1	117,809.90	1 (
Beaverville	593.	2, 066.03	5, 659, 77	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		17		100	5, 659.77
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Beecher City	997	357	200	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 650 00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2.650 00	635
Belgium	1, 726, 45	2, 659, 43		F	0 T 1 1 2 2 2 1 1 2 7		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2, 813, 92	57, 43	9,871,35	1, 514, 53
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471.39 3, 444.92 259.83	.70		1, 295, 96	47	22, 696, 77	31.	48, 849, 45		50 080 05	077.	014.		37, 673, 13				1, 547, 69	162, 54		いて、「スサーズス	FL (32)		1, 617, 11	STE	746	043.	2,554,71		7, 114, 06		17, 365,80	1 1 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	70, 195, 78		100,00	11, 054, 10	692	874		27, 032, 99
1, 554, 48 4, 144, 20 857, 30	984.	54, 891.86	3, 097.14	659.	850.	064.	263.		10 059 61	700	1, 460.05	346.	9, 007.38	500	000	256.	601.	827.	1, 124, 28		320. 000	822	2, 585, 00	029.	931.	18, 577, 84	107.		696.	9, 360, 96	996	52, 450.34	1 1	5, 213, 65		00.000	306			492.
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1, 554, 48 428, 23 857, 30	984.	8, 524. 24 4, 133. 45				904.	7, 266.84	.267	14 768 14		460.		8,807.38	350	000	192.		5, 827, 34	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8, 227.87	470.	822	585.	1, 979, 93	742.	2, 353, 00	. 197.	3	2, 165, 92		817.	21, 278, 45	4 5 1 6		500.00	00.000	300.00	538,00	38, 027.75	
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397.69		16, 719.07	648 53		1		490.75	.402.48	5 169 47	1 5		4, 353, 02	200.00	150 00		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	50.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11	12, 117, 20				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	178.69	3, 114, 44	1	819, 40	2, 903, 64		148.	3, 861, 86			438, 50	1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		68.86
1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		\$1-2.50		F 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			e : : : : : : : : : : : : : : : : : : :	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	1 9 7 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 2 2 1 1 T	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	( 1	# # # # # # # # # # # # # # # # # # #	+		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 E 2 E 2 E 2 E 2 E 2 E 2 E 2 E 2 E 2 E
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7, 589, 12	84.		4, 393.10	. 90	46.	13, 096.04	21	100	70, 034, 83	077.	2, 475.03	395, 605.14	46, 080, 51 5, 770, 74	673	1, 141, 55	4, 773.08	2, 148.96	6, 289, 88	828 828	317, 089, 49	. 020 780 .	095.	202	2, 902.36	678.	33, 621, 82	6.46	406.		336.	332.	450.	195.	565	087	37 371 98	998.	3, 412.35		28, 525, 74
1, 552, 40 2, 227, 86 442, 33	4		1, 985, 10	825.	870.	290	404.	2, 087.02	334		1, 175.97	277, 219, 44	4 494.09	2, 044, 46	917.04				828	194, 881, 29	770				-	15, 697.51				010.		719.				37 371 98			105, 664.30	852.
5, 361.26 767.80	296.		2, 408, 00 233, 129, 64	081		805	708		7007	74, 687.02	299.	385	104	5,628,94		-	1,059.30		1000	75, 208, 20	001	865	629	138.	907.		717	2, 271, 20	1 1	2, 326.12	774		365.	496.	2, 091.82		1 .		108, 785, 19	673
Belfflower.	Belle Rive	Bellevue	Bellmont	Belvidere	Bement	Benid	Bensenville	Bently.	Benton	Berkeley.	Berlin.	Berwyn.	Bethano	Biggsville	Bingham	lirds	Bishop Hill.	Blandinsville	Bloomingdale	Blue Jelend	Blue Mound	Bluffs	Bluford	Bone Gap	Bontield	Bouren	Braceville	Bradford	Bradley	Braidwood	Breese	Bridgeport.	Bridgeview	Brighton	Dringela	Broadview	Broadwell	Brocton	Brookfield	Brooklyn.

TABLE 60.—Continued.

						Disbursed for	sed for				
Municipality	Balance Available Jan. 1, 1958	Allotted During 1958	Total Available During 1958	Con- struction	Right-of- way	Engineering	Municipal Indebted- ness	Mainte- nance	Miscellaneous and Treasurer's Feest	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
Brookport.		036.	31, 232, 30	30, 089, 49		1, 142.90	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1	31, 232, 39	1 0
Broughton	56.	747.		1 1 7 1 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1		8 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 1 2 3 3 9 6 1 6		23.88	205.	
Srowning	5, 151 45	1, 747, 78	6, 895 93 7, 7, 895 95 8, 136 95		1 1	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 55 N	1	167	
3rownstown.	1, 511, 61	500				025 00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3, 764 48	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3,010,92	1 076 07
3russels	657.	105.	763.	1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1			8 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		763.
Bryant	305.	136.		2 2 1 3 0 0 1 1 1 1 1 1 1	1 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- 1	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			2, 435.95	
Buckingham.	936.	755.	691.	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		6 1 2 2 6 2 6 7 6 8 6 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8		1	043,	
Buckley	- 6	988	943.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	t		8 8 8 2 2 2 1 4 2 3 4 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			578,32	365.
Buckner	931.71		700. 10E			54, 29	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		73.60	203.	551.
Suffalo	3, 730, 62	4, 100, 11 2, 244, 04	4, 105, 11 5, 974, 66	1 1 2 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$ t   1   1   1   1   1   1   1   1   1			9 793 11	t 5 1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2, 045, 18	3, 001.93
Suffelo Grove		381	38.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	P 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	000	. TS
Bulpitt		2, 028.26	097.	1 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		205, 49	4.11	209.60	887
Suncombe		132.	748.	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0	2, 748, 49
Sunker Hill.	887.99	7, 212, 66	8, 100, 65 000, 10	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 9 1 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	252.10		3, 172, 20	2 E 2 E 2 E 2 E 2 E 2 E 2 E 2 E 2 E 2 E	3, 424.30	
Burlington			×71.	1	\$ 8 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 7 1 1 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	200.
Burnham	201	778	070	3, 235, 58	# 1	2, 083, 61		0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5.319.19	16, 750, 83
Bush		2, 718.75	28.	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		3, 393, 82	82.29	461.	367
Bushnell	829.	893.	722.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2 2 2 3 3 3 4 6 6 6 6 7	199, 28	7, 919, 98	985.	0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	12, 104.86	
Butler	786, 30	526.	2, 312, 92	1 1 1 1 1 1	1 1 1 1 1 1 1 1 1	P	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1, 615.31	1 1 1 1 1 1 1 1 1 1 2	1, 615.31	697.
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Calibrid		65 305 57	. 000 000	- 167.602	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	220.00	29 607 81	16 707 40	1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	50, 225, 08	10 901 11
Calhoun	000	159		5		000,00		754		754.60	405.
Calumet City	212, 133.05	848.	981	77, 546.81		10, 089, 25	T 0 0 P 2 P P P P P P P P P P P P P P P P		0	366	114.
Calumet Park	187	710.	198.	39, 870, 00	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	8 E E E E E E E E E E E E E E E E E E E	3 3 2 2 3 2 6 7 1 1 1	2 E E E E E E E E E E E E E E E E E E E	370.	328.
Camargo	107.	1, 273.07	380.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1, 197.19	9 1 1 1 0 0 2 0 7	1, 197, 19	183.
Cambria		371.	788	100 100		10000	200 O 000 M	3, 435, 14	68, 70	503	
Cambridge	420.	425.	846.	3, 657, 63	3 1 6 1 1 1 1 1 1 1 1 1 1 1 1	342,37	5, 760.00	100 04 7		9,760.00	080
Camacen Trill	929.	820.33 1 919 60	1, 755, 16 2, con co	7 2 2 2 2 3 4 5 4 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	1, 153, 68	# D 0 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	500	701.47
Campbell Line	7, 173 81		400		# # # # # # # # # # # # # # # # # # #	8	d d d d d d d d d d d d d d d d d d d	9, 100, 21	8 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	900	407
Campus	486	987.15	473	1 7 7 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5.73	P	95.83	d 3 d d d d d d d d d d d d d d d d d d	101.58	2, 371, 83
Canton	812.		132.	6 6 8 8 8 8 8 8 8		1-7, 924, 75	92, 927, 55		2 C C C C C C C C C C C C C C C C C C C		459.
Cantrall		782.		2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	8 9 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	800.		800.00	528.
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10,000	954	2, 834, 82	813	005.	779.	214	077	OFO.	002.	779	427.	780.	614.	533		1 00	0.010.70	.000	60	1	900.	123.	087	799	900	15, 617, 31	108:	51.7	017				76, 989	2,745 23	28, 893, 395	653.	:		77.5	170	.000	I, 639.	4, 033.		900	9 !	107	6, 594, 75	900	073.	201
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1,000	0.85	9, 733, 82	250	832.	775.	894	277	900	586	618.	027	350	500	5333 XO		,	1000	80 000 0	30,068 10	ġ.	906	880	448	654	000	15, 617, 31	301	32.5		1 3X0 95			1 1 1	2, 691.40	341		-	6, 177.65	STS.	U500.	212	623	103		231		100	6, 594, 73		413.12	
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10 T	56 136 89	477	999	712	780	510	110.	118.	26, 508, 48	781.	583	0.55		000	000		916.	10, 516, 52	131, 601, 34	379.	016.	10, 443, 80	0.00	15 347 16	076	099	6777	790	7 225 25	197	125	999	053	4, 263, 05	721.	271, 365, 63	211.	27, 452 27	325	943	869	243.		039	1, 829, 35	786			1,875,30	2, 328, 12	6 443 61
00, 011, 00	507	14 207 40	55×		270	146	02.7	.100	17, 337, 40]	9,888,57	945	6, 591, 76	140	00.011.0	2000	580 110 110 110 110 110 110 110 110 110 1			781.		674.	274	986		697	40,423,79	200		000	0000		2,000 %	070	467			245.	15, 442.01	777	122	355	801	287	560	343	- 4	61-6				
7.00	05, 150, 29	070	(1)	365	6.41	241.1	100	100°		892.	6338	503	080	110.	110,	I, 084.02	388	5	56, 819, 62		6.3 5.00		100 172 201		4 990 R9			11 800 50	0000	070,	2, 406, 90	6880	000	1 351 5	026		965.	010	244	820.	514.	142.24				29, 864, 27	973.		15 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1, 227, 68	S 484 18
Pondale	roon Hill	rinvince.	11. VIC	Campontorsville	rejor Mills	and the same	TOHOU.	reerville	arthuge	1.1.	Onsov	Soverille		Committee Doole	٠	dar Point	dary life	ntral City.	Black	nterville	arro Gordo	adwi	The state of the s		of the contract of the contrac		Letter From Land	of annount.	latsworth .	Supple Supple	10.00	opper Vollow	SOLL A PRINCE -	post refuld	licago	ricago Heights	nieneo Ridee	illlicothe.	misman	nristopher	cerro	seo	ish	issna Park	reme	arendon Hills	ay City	Clayton	ear Lake	weland	T(form

TABLE 60.—Continued.

Authority   Minchellity   Mi							Disbursed for	sed for				
35, 439, 35         35, 439, 35         37, 409, 11         72, 498, 40         2, 188, 20         3, 558, 20         3,	pality	Balance Available Jan. 1, 1958	Allotted During 1958	Total Available During 1958	Con- struction	Right-of- way	Engineering	Municipal Indebted- ness	Mainte- nance	Miscellaneous and Treasurer's Fees	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
1, 700   10   10   10   10   10   10   10	1	439.	059.		2, 683. 22		225		1 3	,	606	61, 589, 41
1, 70   1, 1	1	004	168	172.	14, 947.78	E 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2, 189.01	3, 536	365.	* * * * * * * * * * * * * * * * * * *	038	170
1, 751 20   5, 565 50   1, 100 00   1, 1	10.75	627.	958.	585.			284.16		552.	1	836.	749
11   125   131		761.	955	716.	5 T		250 00	1 .	567. 818.	31.36	200 000 000 000	647
1, 238.2   0.1   1, 200.2   0.1   1, 2	;	11, 989, 91	382 366	382. 356.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	† t   1   1   1   1   1   1   1   1   1		,	520.		520	861
10, 738, 89		312.	992	304.	1, 679. 52	8			012.		2 m	13.4
7, 412, 577, 141, 547, 578, 518, 517, 518, 518, 518, 518, 518, 518, 518, 518	-	138 100 100 100	417.	156.	12, 087, 95	100 8	181.		886	,	156	
1, 57, 23         1, 584, 77         1, 846, 40         1, 846, 40         3, 045, 00         6, 745, 02         1, 546, 77         1, 846, 40         1, 100, 00         0         1, 640, 27         1, 540, 54		412.		133.		. OO.	11, 205.	1 7	907		220.	8857 33.57
1, 640, 27         1, 72, 20, 20, 20, 30         2, 9, 93         1, 640, 27 <t< td=""><td>1</td><td>437.</td><td></td><td>802.</td><td>1 046 40</td><td>1 4 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8</td><td>1</td><td></td><td></td><td></td><td>, 1 '</td><td>1,802.00</td></t<>	1	437.		802.	1 046 40	1 4 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1				, 1 '	1,802.00
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2, 748, 73         1, 380, 93         5, 124, 66         1, 240, 19         1, 240, 19         2, 765, 93         1, 741, 74         1, 1, 240, 19         2, 765, 93         1, 741, 76         2, 771, 81         2, 771, 81         2, 963, 35         1, 690, 20         2, 765, 93         1, 771, 81         2, 963, 35         1, 690, 32, 26         2, 171, 81         2, 963, 35         1, 690, 32, 26         2, 771, 81         2, 963, 35         1, 690, 32, 36         2, 171, 81         2, 963, 35         1, 690, 32, 36         2, 171, 81		-	1, 731, 58	903.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1		1 1		1, 903, 43
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Municipality	Balance Available Jan. 1, 1958	Allotted During 1958	Total Available During 1958	Con- struction	Right-of- way	Engineering	Municipal Indebted- ness	Mainte- nance	Miscellaneous and Treasurer's Fees <sup>4</sup>	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
t Dubuque	783.	154.		690.00		65.17		68.87	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	824.04	15, 113.
East Dundee	7, 674.84	270. 511.	945. 765.			J		9, 500.00		9, 500.00	17, 945. 3, 265.
t Gillespie	329.25 10.306.45	1, 208.35	1, 537, 60	f t t 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				1, 500.00	1	1, 500.00	
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t Peoria	352.		028.	, 423.			18, 756.39	280.08	t 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0, 494. 83, 438.
st St. Louis	240, 948.87	443, 927.11	684, 875, 98	307, 345, 23	897.55	20, 950.60	2 B S S S S S S S S S S S S S S S S S S	172, 190.89	t t t t t t t t t t t t t t t t t t t	501, 384.27	183, 491.
zewood	856.	778.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				3, 110, 00		3, 110, 00	0,470.
inburg	241.	968	209	1 F F F F F F F F F F F F F F F F F F F				1,015.99		1, 015, 99	15, 193,
rardsville	37, 722, 68	41, 201, 97	78, 924, 65	45 004 86	1 250 00	4 645 19	1	17 044 95	1 1 1 1 0	67 945 00	209, 796,
en	455.	790.	246.	10,400		. 86.	I	737.	1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	823.	422.
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nwood Park	64, 229, 33		498.	71, 465.70		808.23	38, 575.00	23, 752.00	J	134, 600.93	45, 897.
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31 6,641.35	89 4, 008, 58 10 663, 873, 63	28, 505.	440. 055.	48, 340.	11 111	5, 130.			5, 555.	11.151.	456.	,	1, 603.	90 1, 962.09 Fo 1 757.05		20 20 20 085 45	3, 920.		3, 572. 40	i	112	21	53, 664.	4, 034.	20 4,361.91 04 11 155 03	1.371	53, 783.		13,	7 303 52	. 000	16 17, 438.00	5	97, 274.	649	7 606	4,612.	957.	2000
6,277	10, 541.	144, 164		2,449.		်က်	<u></u>		- 13, 748. 3 069	11, 206.		1, 237		1, 928	vî -	6,888	1 1 1 1 1 1				15, 192				7, 248			5, 376.	÷,	6	188, 636	5, 283.	1,368	108, 584	1,028	1, 510.			
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	54.37	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		15.85	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		I. T.		68.20	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	† † † † † † † † † † † † † † † † † † †	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1	# r # r # r # r # r # r # r # r # r # r	# # # # # # # # # # # # # # # # # # #	t 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10 00			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	t t t t t t t t t t t t t t t t t t t				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
5, 921.99	81, 034.75	1—1, 358.27	1, 836. 70	2, 332, 50		791.				192.			313.	1, 928.90	500.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 5		13, 938. 39		785.46	16, 297.77	00 000	1, 248.20		9, 248.38	1001	4, 435.00	000.000		4,993,65		21, 942, 72	1 450 76	9 241 75	9, 161.37		
	79, 096.17	1		99 014 40	20, 011. 10		1 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		1	7,854.08	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		* T		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	t t t t t t t t t t t t t t t t t t t	14 909 60	14, 502, 50		· · · · · · · · · · · · · · · · · · ·	8 S	\$ 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1	2,016,00	147, 145, 07	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 E	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f (	1	, ,	18, 434, 67	865
355.32	5, 826.10	14, 118.07	1	116.63	409.21					159.65	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100	30.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	31.25	281.24	000,00	2, 435, 50		6, 149.70	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	459 74		171.79	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4,900.80	289.51		1, 020.20			087.	_	767.
	10, 496. 49	131, 404.85		f	643.85												1	1. 31.25			12, 757, 42		17, 331, 60	16, 739.84	4 656 20		4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5, 376, 70			36, 590, 58	1 1 2 2 4 1 2 2 4 1 1 2 2 4 1 1 2 2 4 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		000	64, 256. 74	17, 158, 50
3, 939, 99	14, 550.47 921, 515.73			50, 789, 33	19, 258, 78		5,849.13	0, 522.11			1, 690.82	1, 342, 53	1, 947.00 - 2, 800, 00	4 180 43		8, 973.65	920.	4	9, 188.00 25, 683, 66			791.	444.	20, 773.88	16, 264, 87			26, 338, 78		9, 319, 52	636.	22, 721, 22	895.	200, 809, 64	153				42, 541.74
1, 531, 99	12, 768.37 404, 354.21 4 498.75	115, 283.57		13, 124, 43 33, 809, 60			3,064.00	4, 240, 33	2, 616, 26		1, 321, 63	1, 219, 12	1 348 57	2, 071, 43	3, 668, 15			625.	5, 010, 04 98, 347, 93			_	80, 747.85	5, 426, 70	5, 653, 27	371	20, 058, 96	7, 082.76			258.		432.	156, 100.40	647	5, 032, 91	_		15, 568. 07
2, 408, 00		997.	619.	37, 664.90 47, 870, 15	938		2, 785, 13	1, 270. 78			369.19	123.41	9, 549, 49				1, 687.14	709.95	0, 178, 01 7, 336, 43				12, 696.16	15, 347, 18	10, 611, 60	1 1	144.	19, 256, 02	022	322.	377.	761.	5, 462, 49	770.	506	277.	83, 788, 59		26,973.67
Essex	EurekaEvanston	Evergreen Park.	Exeter	Fairbury		Fairmount	Fairview	Farmer City	Farmersville	Farmington	Fayetteville	Ferris	Fieldon	< ┕	Findlay	Fisher.	Fithian	Flanagan	Flors	Florence	Flossmoor	Forest City	Forest Park	Forest View	Forreston	Forsyth	ox Lake	Fox Kiver Grove.	Franklin	Franklin Grove.	Franklin Park	Freeburg	Freemanspur	Fulton	Fults	Galatia	Galena	Galesburg	Galva

TABLE 60.—Continued.

						Disbursed for	sed for				
Municipality	Balance Available Jan. 1, 1958	Allotted During 1958	Total Available During 1958	Con- struction	Right-of- way	Engineering	Municipal Indebted- ness	Mainte- nance	Miscellaneous and Treasurer's Feest	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
rrett	163.53	1, 148.98	1, 312, 51		, ,			194.57		194.57	1,117
neseo	710	981	981.	12, 508, 35	1 1	1, 459, 52					11, 013
noa	486.	858. 156	344	534.	, , , , , , , , , , , , , , , , , , ,		1 t t 1 t 1 t 1 t 1 t 1 t 1 t 1 t 1 t 1	020		217.	3, 127
rmantown				180.01	t 1	74.14	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5,077.02			5, 902 9, 947
German Valley	. 96. . 96. 	111. 668. 705	180.	62 25		389.83	4, 257.50	798		6, 445.77	1, 118 24, 018
Derts	723.	987.	7111.	* 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	000			1,711
llespie	32, 765, 84 8, 753, 83	22, 143, 78 8, 641, 74	54, 909, 62	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		388.47		13, 089. 56 6, 474. 53		13, 089, 56 6, 863, 00	41,820
rg.d	10, 776, 20	9,386.14	20, 162.34	1	1 :		† 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10, 000,00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	900	10, 162
asford .	0 4	973.	026.		1 1	50.00	2, 750.00	061.	2		
asgow	753.		.096	4, 690.14	200.00	389	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	860	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10, 139.78	
encoc.	71, 161, 14	52, 396, 78	123, 557. 92	38, 485, 90		848.	4 B C C C C C C C C C C C C C C C C C C	9, 470, 36	1 1 1 1 1 1 0 1 0 0 1 0 0 1 1 1 1 1 1 1	804	71, 753
an Ellyn Snyiew	102.		661.	63, 583, 29	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0, 602. (6)	9 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	696.	0		) A '00'
enwood -	11, 952, 89	4, 110, 49, 550, 93	16, 063, 38	10, 651.15	1 1 7	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	651.	5, 412
lconda		5, 750.37		7		625.87	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12, 910.40	# # # # # # # # # # # # # # # # # # #	13, 536. 27	3, 155
den Gate		073.			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 2 2 2 1 1 2 2 2 1 1 2 2 1 1 1 2 2 1		1	1 2 5 1 1 1 1 5 2 1 1 1 1 1 1 1 1 1 1 1	5,000
II ndffold	4, 161.80	2,040.89	6, 202, 69	1	;	216.97	2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4, 339, 43	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4, 556. 40	1, 646 2, 461
od Hope	2, 946.90	114.	061.	1		t 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	061	1		
reville	7, 469.54	3, 134, 11	7 839 89	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 , , , , , , , , , , , , , , , , , , ,		1 1 1 1 1 1 1 1 1 0 1	5, 276, 59	80 88	5, 276, 59	5, 327
ofton Ridge	696.			15, 222, 64	1 1 4 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	727.79	- 0 F 0 0 1 S - 2 F 2 1 9 1 9 5 2 1 9 5 2 5 2 5 2 5 2 5 2 5 2 5 2 5 2 5 2 5 2		1 2 2 2 2 4 1 4 1 4		11, 771
and Tower	769	194	964	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	t 1  1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1		1		17, 964
anite City.	432.	10, 507.91	326, 860, 01	9, 667.07		20, 340.91	15, 279.24	47, 057.22	8	92, 344. 44	234, 515 1, 230
ant Park	1, 296.93		339.		T	28.75	1	397.10	3	425	
anyllie	or .010.7	5, 004, 73	13. 114. 88	2, 325, 81		728 24		1	2 9 1 1 1 1 1 1 1 1	2, 584, U5	10, 030

	24, 563, 61	398.	582	949.		93.31	470.00	t t t t t t t t t t t t t t t t t t t	12, 548, 03	1 1		836.	209.000	9 196 00	331	587	1, 506.25	887		10,000,00		1 1	127, 921.34	40 000		1 1 1 3 1 1 1	89,000.00	1	1, 691,84		538	934.	2, 523.11		020	9, 138, 78		913.	38, 186, 72
			f f f f f f f f f f f f f f f f f f f	1			1 E 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	# E E E E E E E E E E E E E E E E E E E	96 94	70.24	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		,	176.47	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1	ı		2 , 1 2 , 1 1 , 1 1 , 1	1 1 1 1 1 1 1 1 1	\$ 1 2 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		T			T 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			2 1 2 1 2 3 4 1 5 6 7	1
	450.00 9.658.13	10	2,000 00	758.		17.26		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 548 03		2, 579,00	518.		9 095 00	220			4, 237, 03	942.	3, 000, 00			25, 068, 47		14, 848, 25				1, 691.84	143,31	1 538 70			462.	1, 938, 44	2, 137, 22	, I	913.	4,805.88
E E E E E E E E E E E E E E E E E E E	5, 295.00		10 003 75	0000				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# t t t t t t t t t t t t t t t t t t t	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 · · · · · · · · · · · · · · · · · · ·	f	1 000 000	1,506,25	1	1,812.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	*	1 1 1	T f	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1		1 1	1		1 1	* 1	17, 354, 76		4.466.70	p-	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
00.012	22.50		101 10		; ; ; ; ; ;	76 05		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 3		63,35	\$	101.00		0	6, 900, 23		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1, 927, 62	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8, 424, 13		175,00		* * * * * * * * * * * * * * * * * * *	t 1				68 856			288.97	219 11			1, 949, 26 5, 783, 43
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	r 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	t		* * * * * * * * * * * * * * * * * * *	1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	, , , , , , , , , , , , , , , , , , ,	1	1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	,	f   1   2   1   2   1   2   1   2   2   1   2   2	1 1 1	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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	28, 949, 93	10, 171, 29	248.	407	321	553.	632	305.	269.	120.	030	836	973.	183	946.	299.	158.	6,000.41	22, 869, 99	3, 277, 43	41, 218, 08	3, 336, 74		25, 419, 44	119, 422, 50			0 0 0	02.	30	96	940	333	00.	8	2, 142, 80	10.	50.	143, 157, 04
779	5, 324, 21	336	288	866.	467		, 587 830	213		123	100.	939	808	510.	3, 619, 59	,862.	, 426.		997	321			000	408	23, 621, 79			940.		895.		526.	751.	988. 334.	778	1, 445, 68	282	906	23, 103, 94
615	8, 325, 80 18, 846, 33	429.	959.	307.		302.	19, 650, 59	90	, 484		431.	604		672.	327	430	731	923		955	53	713.		019	95, 800, 71		- 1	222.		63.4	4, 806 97			026		:697.			120, 053, 10
1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	IC.Y	1 1 1 1 1 1 1	+ + + + + + + + + + + + + + + + + + + +	1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1	Irg.	1		1 1			1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	,	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	( )	1 5 4 2 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 4 5	Heights	1 1 1 1 1 1	1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	1 1 1 1 1 1	/ E 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	HIIS	

TABLE 60.—Continued.

Ba   Ava   Ja   Ava   Ja   Highwood   Eliston   Elisto		Allotted During 1958 22, 230.07 22, 237.96 22, 237.96 22, 297.99 35, 435.42 2, 260.21 4, 175.23 2, 033.66 61, 085.48 5, 560.50	Total Available During 1958 51, 895, 23 28, 466, 08 4, 630, 86 99, 196, 46 2, 545, 43 20, 289, 21 2, 489, 38 110, 302, 17 24, 551, 83 4, 555, 55	Con- struction 16, 373.50	Engineering 4,035.61	Municipal		Miscellaneous and	Total Disbursed	Balance on Hand
		230. 236. 237. 2297. 2260. 175. 033. 085.	895. 236. 236. 630. 196. 545. 289. 302. 591.			Indebted- ness	Mainte- nance	reasurer's Feest	1958	Dec. 31, 1958
		236. 337. 297. 435. 175. 033. 085.	236. 4466. 630. 196. 545. 289. 302. 591.	1-52.97	175.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	J J J I I I I I I I	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	20, 409.11	
1 1 1 , . 1 1 1 1		337. 297. 260. 175. 033. 518.	466. 630. 196. 545. 289. 302. 551.	1-52.97	120,48		10 200 01	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10 081 01	236.20
1 1 1 1 1 1 1		435. 435. 175. 033. 085.	196. 545. 289. 302. 591.	1 25.07	10.01	1 481 25	10,000,01	J 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3, 322, 88	307.
1 , , , , , , , , , , , , , , , , , , ,		260. 175. 033. 085. 518.	545. 289. 489. 302. 591.		52.97	57, 573, 75	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		573.	
. 1 1 1 1	1113. 455. 216. 073. 687. 533.	175. 033. 085. 518.	289. 489. 302. 591. 555.				699	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	769.	776.
1 1 1 1	455. 216. 073. 687. 533.	085. 518.	489. 302. 591. 555.		388.24	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7, 764.86	1 2 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	8, 153, 10	12, 130, 11
1 1 1	687. 533. 553.	518.	591. 555. 555.	t 1 t 1 t 1 t 1 t 1 t 1 t 1 t 1 t 1 t 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	t t t t t t t t t t t t t t t t t t t	596		526.	
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	533. 553.	300.001			1		1, 131.00	† † † † † † † † † † † † † † † † † † †	1, 131.00	424.
lowayville	553.	480.09			1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1 1 1 1	1 1 1	1, 013.75
		5, 556.19	7,109.50		120	4, 805, 54	000	19,99	825.	284
+		39, 687, 14	85, 584, 98	12, 304, 50	1,660.88		9, 217, 60	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	23, 182, 98	02, 402, 00 158, 165, 90
*	740.	67, 208, 46	243, 949. I7	42, 330, 30	2, 420, 78	, 495.	001.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	338	. 690
	9, 089, 08	0227.		00, 000, 20	995	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	479.	422.
pedale	701	3, 096, 35	798		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2, 541.30	t (		541.	256.
rleton		492.			100.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		f	723.	4, 889.96
dson		1, 828. 70		1,827.39	- 20.00	1 1 2 0 2 0 1 1 1 1	00.00.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2, 577. 59	90 F69
· · · · · · · · · · · · · · · · · ·	808	944.03	1, 752.85		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1, 112.11 4 KGG 72	01 33		
n-bolot	5, 577, 88	2, 037, 83	9,034,70		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4, 500.75	22	109	925.
The state of the s		2, 416, 65			t t t t t t t t t t t t t t t t t t t	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	400	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	400.	664.78
aphrev		3, 198, 85						70.07	503	555.
ntley		4, 477.30	488.	4, 756.47	475.65		1 8		232	12, 256.66
rst		4, 628, 33		1-8.40		1000	4, 025. 43	1 1 1 1 1 1 1 1 1	1, 237, 21	977
tsonville.	6, 477, 58	3, 490.15	9, 967.73		03, 33	1, 350. 25	270.15	40 00		
pone.		7, 430, 40		† † † † † † † † † † † † † † † † † † †	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1, 979, 23		018	053.
ianola		114	6, 277, 53		1	1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	999	278.
ustry		675.						1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	-	022.
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lnois		1, 251.47	3, 037. 75		- 79.49	f   1   1   2   2   3   4   4   5   5   5   5   5   5   5   5	1, 589.79	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	497	0 1
Irvington	2, 720, 42		764.		75.00			67		345.
-	1	458.51	458.		1 1 1 1 1 1 1 1 1	f	48	1 1 2 5 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	48	410.
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				06					3.18		12.	13 02		7.13		<u>81</u>		2.67		0.00		3.00		1	0.46	322.51	1 60		7, 900.00	
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15, 058.03	672.27 14, C	447.76 111, 598.32	5, 290, 54			274.50	100.00	10, 673, 32	1 1	779.93	- / ) [	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		113.51	715.00	15, 207, 67 13, 823		2, 640.00		1.4		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1	81.54	867.82	909.14	9 338 38	1	
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2,875.90 244,724.39 4,076.61 1,337.03	24, 369.33 60, 458.91 5, 654.81	27, 269, 69 690, 662, 63	46, 596, 77		2, 610.27	10, 690, 61	3,861.00	3, 498 14		20, 757, 00 5, 757, 00 5, 5, 5, 5, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7,	1, 186.87	3, 921.61		4, 035, 74	9, 330, 89	114, 730, 67	4 204 00			2, 250.27		1,038,80	2 596 55			-		125, 595, 58		50 010 Ed
2, 195.50 116, 210.27 1, 758.56 1, 073.47	7, 061.18 37, 301.83 1, 364.77	24, 161, 24 326, 513, 94	668.		904.	2, 357, 32	616.		504	674.30		1,629 09		1,375.55	206.		2, 362, 71	672.		1, 763, 84 2, 179, 32		-	3, 695 12	916	10, 896, 58	602	623.	55 680 37	6, 985, 68	104
680, 40 128, 514, 12 2, 318, 05 263, 56	17, 308, 15 23, 157, 08 4, 290, 04	3, 108, 45 3, 148, 69		1,910,32	706.07	10, 963.31 × 333 29	1, 244, 72	1, 901, 41	3, 454.17	2, 083, 57	582, 72	2, 292, 52	1,027.10	2, 660, 19		992.	2,470.82	_		567 76			11, 108, 62	20, 594, 22	154.	15, 203.00		50, 770, 71		10, 819, 81
ville	Jerome Jerseyville Jewett	n City	0.1		City		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	V		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ria	urg	urg	n	7. (11		no		derhook	gston gston Mines	ody.	n	d.	]e	1 1 1		tte	ge-	e	37.0

TABLE 60,—Continued.

						Disbursed for	sed for				
Municipality	Balance Available Jan. 1, 1958	Allotted During 1958	Total Available During 1958	Con- struction	Right-of- way	Engineering	Municipal Indebted- ness	Mainte- nance	Miscellaneous and Treasurer's Fees	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
- Camped	605	349	136, 954, 85	9, 680, 55	1 I I I I I I I I I I I I I I I I I I I		3 3 5 4 2 5 8 8 4 7	21, 166.97	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	34, 259:42	102, 695, 43
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ke Vill.	11.7	market in				308 -					11, 389
kew ood	200	961	28.0			1 659 75		1, 731, 09			320
Lake Zarich	9 5	1 689 1	0.012	20 000		300 33	1			587	25.
NO IV		023	000						1	X	1.054.75
nejire nejire			1000	36, 964, 22		3, 102 01	106, 520 93	10, 593, 10		380 580	376
Prairie		100	202					00 866 00 800			
'a Rose	2,078-61	094	3, 038 80	921 93		71 5				17.0	
Jaselle .		179	170	56, 411-72		2, 0.0 %				556	5, 230, 99
tham	3, 699 96	123	200	9 0 4		0 591 73	16 083 54			773	317
of Formation of the	9	1.50	202	00.420.0						395	
al Miver	(2) (1)	3X	200	637		3, 295 25	11,750 00	3, 890 00		90 575 °C	12, 024
	0. 202 30	353		210	1	1					2, 250, 73
inad	12	200	352					ne 783 1		637	
dand Grove	19, 579 (9)	308		100		16 632 3					167
mont	- XX	2, 872 19	15, 758 SU	62, 529 00		711				6, 426 20	192
Lens	127.00	200	0 2 2	171				2, 698-31		2, 698, 31	
nzburg	20 27 2	1.00 1.1	1, 200, 30					1		,,,,,,,,	21
orono orna	9 9	623							S. X.	3,000,74	
Roy	1, 761 (7	L-IX	278	2, 030 12		16. + 18.	1 0001	5, 597, 70		101	260
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vington	15, 762, 92			1						511.	
berty	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	27 200 00	201	16 × X14 × 30				982		88, 401, 65	201
Dertyville In Lake	12 661	200	129					i	9 9	0 610 62	82.
ma		£ 23	2, 659, 25				01 010 70	2, 470, 13		573	879
neoln			192	27, 350, 00		11, 2/0 00	21, 1742 12	100			534.
Lincolnshire		20 480 J	56 586 63	1 755 32		16, 800 00		, ,			031.
neomiwet	3.		90%				1	875,00	1	000	4, 351, 45
shon make	200	587		3, 350, 00	1			00 161 1		5 714 75	1992
	5	0.20	125	223		00 00	10 694 38	=======================================		776.	
tehfield	25.000	28, 885, 10	20, 201 /2 20, 201 /2 20, 201 /2	1						806	254 43
[Tie/Oll		0 . 5 . 6	7								

90.00	.85	).30	19.0	5.49	3.76	3.95	00.0				30			7.49		7.82			9.13		9.91											4.40 96		
5, 328. 3, 883. 17, 280.	2,371	5, 730.	2,850	3, 725.	1, 732 5, 903	14,836	2, 790.			9, 213.	9 019		7,341	20, 267	1, 100	6, 497.	2, 106		2, 959	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2, 520.			3, 493	27, 725	1, 062.	108, 970						
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3, 883, 91 8, 539, 82	504.35	1	2. 850.61	653.	5, 903.76	400.	2, (72.00	1	797.	9, 013.60	004.			1 969 70	909.	6, 497.82	109.	. 00	2, 959.13		29.91	2 250 00	G G		493.	673.		783	577			3, 945.37		8 215 98
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7, 940.71	2 998 65		1 1	2, 998.80	1 1	13, 337.24		1		1—39.60		17, 500, 00	1 1	17, 020 . 32				1 0KR 9K	- 1		10	2, 168.09	1 586 40		1 1 1	5, 704. 55	P 1 1 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3	88 009 03	200		19, 373, 45	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		117 000
6, 716.18 8, 383.41 53, 617.00	2, 748, 22 4, 748, 22 215, 116, 43	003.		707	2, 903.10	-	11, 612, 12	12, 435, 93	797.03		11 168 58				3, 160, 19			7, 001.87	0 0			3, 591.21	99, 390, 00		,887			0, 274.11	915.	434			29, 884, 50	
5, 388.93 2, 368.12 31, 902.13	643.	134.		995.	5, 232, 50	521.	_		544.		680.09 8 489 69	57, 136, 85			739.01	5, 486, 05	1, 154.37	1, 170.57	1, 893, 41	3, 927.08	4, 687.69		11, 445, 90	2, 335, 74			960	5, 544.08				5, 933, 78	24, 350, 03	
	2, 700. 79 2, 104. 99	ر بر	1, 333, 54		5. 214.34	13, 767.18	5, 397, 85			1, 014, 48	119.17			21, 064.24	1, 197.91	2, 325, 39		5,831.30	2, 495, 01	721.			10 884 70			553.	230.	1, 730.03	003	1, 012.67	_	4, 843, 22	5 534 47	1,1001.1
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TABLE 60.—Continued.

					Disbursed for	sed for				
Balance Available Jan. 1,	Allotted During 1958	Total Available During 1958	Con- struction	Right-of- way	Enginecring	Municipal Indebted- ness	Mainte- nance	Miscellaneous and Treasurer's Fees <sup>4</sup>	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
4, 155.61	1,	923	774.70	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	38.53	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	841		654.	269.
	1,575.	327.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1	246. 42	† 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
2, 422.	2, 907.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	65.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		76.21	876.	453.
	16 18, 076.	675.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	250.00	8, 322, 41	12, 246, 11	5 E 1 F 5 1 7 1 1 1 1 1	20,818.52	2,857.06
	55 1, 763.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	06 00 1		£11		/24.	000
28, 528	11 10, 810.	558, 206,	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	011.	190 98		
(, 144.	.11	070				00 000	100	109.70	146.	4400
1, 213	.45 14, 133.	346.	83.73	100	1, 321.	7, 040.00	102.		140.	
55, 273	52 96, 984.	152, 258.	63, 341.96	5, 915.20		30, 000, 00	900	100	348.	910.
	5, 222.	4,044.	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100 000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2, 390.74	95.03	480.	
249, 471	. 58 148, 198.		345, 341, 35	3 5 1 2 1 2 6 1 1 1	33, 937, 69	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1	279.	391.
259	.41  3, 161.	420.	3, 420. 49 -	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1	3,420.49	1 1
7.	. 52 1, 947.	9, 131.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		9, 131, 88
	78	9	1, 596, 70	1 1 1 1 1 1 1 1	159.67	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	756.	796.
i oc	79 14, 823	23,	1, 931, 35		1 - 198, 45	6, 988, 67	1-40.75	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		854.
22.2	3, 598	653		1 1 7 1 1 1 1 1 1	184 93				653	
43 317	16 996	543		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	740	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	234	46 308 37
	45 9 502	708	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		•	/ 	866	\$	228	570
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	101, 097.	13, 640	900. 01 F		00.007		f 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1		
	2,885.	11, 049.	~ 8, 810.88		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# 1	1 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8, 810.88	855.
10, 729.	.96 3, 371.	14, 101.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11, 909, 50	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	909	2, 191, 90
11,816	. 56 27.	39, 484, 13	21, 321.00		1-100.00	18, 263. 13	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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1.092	22 5.	6, 162, 89	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 3 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6, 162, 89	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6, 162, 89	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Park 10, 445	55 12, 568	23, 014, 36	17, 141, 111		1, 417, 00	4, 456, 25			23, 014, 36	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1	45 8 798	14,945	3, 107, 86		430 94					10 608 41
	65	0,811	00.	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	06 086 6	F : 1 : 2 : 1	980	531
1, 120	9.9	0,000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1	10 098 80		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	000	
55, 857	. 55 41, 989.	95,820.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	19, 950.08	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		19, 850, 50	080
423	.45 755.	1, 178.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	i i i i i i i i i i i i i i i i i i i	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			0.83	×.
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	01 93, 433	54,041			828 78	10 659 50				0.59
	10, 100	40,011.	07 002 0	2 1 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	201.10	200 401	670	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ROG.	520.
50, 907	.04. 15, 259.	49, 220.	Z, 109.49 -	1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0/9.		000.	1400
34	. 03 8, 889.	8, 923.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	41.25	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 b 1 b 6 d 1 d 1 d 1 d 1 d 1 d 1 d 1 d 1 d 1 d		142.
1, 581	63		٠				740.51		740.51	526.
13 310	0.6 5 631	18,050			437 84		756			756
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988	1, 450.	T,	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1	344.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	344. 0=0	
503	.66  2, 249.	2,	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					
1, 383	69						6, 591, 97		6, 591, 97	3, 239, 24

1,076.71 510.15 1,508.78 1,908.78		412. 220. 026. 949. 505. 257.	3, 770, 45 103, 255, 82 2, 460, 72 2, 811, 87 41, 012, 78 21, 539, 14 494, 46 13, 170, 80 13, 426, 91 12, 161, 96		958. 181. 181. 809. 161. 699.
25,888.82 22,007.78 3,349.99 93.49	394, 872, 39 12, 676, 93 39, 379, 06 6, 259, 20	683 932 683 683 683 683 683	44, 229, 32 217, 80 37, 882, 75 9, 851, 91 2, 161, 96 1, 578, 61 662, 60 12, 037, 50 13, 691, 70 9, 989, 89 43, 562, 19		13, 692, 42 1, 158, 79 91, 827 6, 327, 09 3, 467, 56
7, 888, 82 1, 853, 13 2, 700, 00 3, 924, 21 3, 735, 81	2, 373. 77 1-121. 14 11, 379. 06 6, 259. 20 4, 427. 33		217.80 1, 092.03 4, 851.87 2, 161.96 21, 000.00 662.60 13, 691.70 9, 989.89 7, 620.77	21, 672, 85 2, 470, 50 726, 00 6, 048, 27 1, 629, 09 11, 155, 40 698, 18	11, 181, 35 1, 158, 79 58, 75 6, 327, 09 3, 467, 56
	30,000.00	846. 512. 315. 553.	5,000.04 20,132.43 12,037.50	33, 760.00	2, 304 82
154.65 162.17 186.79	34, 814.36 1, 300.91 121.14 28, 000.00	3, 444.04 505.37 141.11 1, 041.05 271.00	3, 329 09 2, 614 25 1, 578 61	4, 967.23 4, 215.07 3, 716.00	33.07
	93, 752, 34			I, 000.00	
9, 263.61	236, 305, 69	33, 712.86 6, 265.21 7, 579.80 35, 042.19	14, 229.32 33, 461.65 14, 872.10	62, 090.40 22, 856.45 22, 965.49 471.44 846.89	
2, 517. 93 2, 517. 93 8, 851. 32 18, 127. 82 5, 431. 38	24, 250. 31 514, 615.94 18, 247.33 6, 944.13 102, 891.45 13, 184.05 31, 728.75	097. 532. 524. 985. 142. 594.	44, 229, 32 3, 988, 25 141, 138, 57 12, 312, 63 4, 973, 83 99, 631, 56 23, 117, 75 1, 157, 06 14, 077, 63 23, 416, 80 55, 724, 15	224, 867, 17 2, 838, 61 1, 848, 92 12, 982, 95 2, 624, 47 117, 299, 01 3, 095, 87 46, 372, 50 4, 607, 05 1, 380, 10	28, 650. 81 1, 340. 61 3, 901. 64 7, 488. 25 4, 167. 05 6, 429, 49
1, 478.04 1, 478.04 4, 207.57 10, 545.94 2, 068.00 1, 251.48	219, 842, 07, 14, 262, 62, 988, 46, 54, 984, 48, 19, 278, 25, 14, 090, 01	666. 820. 376. 921. 992.	10, 794, 06 1, 402, 55 1, 402, 55 7, 956, 67 2, 233, 30 50, 588, 12 10, 518, 95 14, 613, 26 12, 951, 81 8, 231, 76 12, 951, 81 8, 231, 76 12, 115, 68	92, 165, 15 2, 362, 70 668, 89 3, 840, 79 1, 062, 68 35, 068, 61 49, 849, 08 37, 830, 50 4, 223, 78 760, 69	13, 119, 03 1, 073, 47 1, 116, 59 6, 699, 76 2, 227, 86 1, 558, 97
	21, 414, 24 294, 754, 57 3, 984, 71 3, 955, 67 47, 906, 97 11, 258, 25 22, 450, 50 19, 528, 03		33, 435, 26 2, 585, 70 71, 383, 12 4, 355, 96 2, 740, 53 49, 043, 44 12, 598, 80 10, 595, 04 1, 125, 82 15, 185, 04 43, 608, 47	132, 702, 02 475, 91 1, 180, 03 9, 142, 16 19, 437, 96 67, 449, 93 67, 449, 93 8, 542, 00 619, 48	15, 531, 78 267, 14 2, 785, 05 788, 49 1, 939, 19 4, 870, 52
Inton- fineral finier finooka	Tokena Toline Tonence Tonee Tonmouth Tonsanto Tontgomery	Tontrose	Mounds	ft. Vernon	ashville asonational City auvooeboeboelson

TABLE 60.—Continued.

Palatree   Article   Art							Disbursed for	sed for				
3. 201 St         6. 00 Nt         7. 00 Nt		Balance Available Jan. 1, 1958	Allotted During 1958	Total Available During 1958	Con- struction	Right-of- way	Engineering	Municipal Indebted- ness	Mainte- nance	Miscellaneous and Treasurer's Fees <sup>4</sup>	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
1.   1.   1.   1.   1.   1.   1.   1.	Veoga_		068	330		1	1,000 00		6, 437.07	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	437	1,893.45
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	Torong	133	465	102	1 1		520.07	† † † † † † † † † † † † † † † † † † †	2, 511.00		102	070
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	Vew Athens	724	138.	862.	9 3 2 7 5 5 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	145,00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	132.	1	277.	584.
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	New Baden	047		143		1		1 1 1 1	170	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	170	27.5
10   10   12   13   13   13   13   13   13   13	New Bedford	949. 743						4 8 8 8 P 1 1 B 1 P 1 1 P 1 1 P 1 P 1 P 1 P 1 P	00 V92 6	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	112.	143. 334
sind         4,466,58         1,316,23         6,317,3,21         2         3,425,40         6,313,40         7,316,53         4,415,50         7,316,50         7,31	Vew Boston	524.		661.			1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				000	661.
Sept. 540   1, 245, 65   1, 2	New Burnside	456.		773.		E 0 1					2, 407.	365.
1	Jew Canton	929.	422.	351.	1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			5, 365, 57	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	365.	
1.   1.   1.   1.   1.   1.   1.   1.	Vew Douglas	580.			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	820.00	1,305.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	155.	361.
1, 279, 360   1, 560   2, 1, 640   82   3, 129	Jew Grand Cham	145. 410		923 898			927.85	3 E 0 7 7 7 7 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0 1 1 1 1 1 1 1 1 1 1 1	127	780. 550.
X         11, 279 30         6, 62, 00         90, 941 33         7, 306, 57         7, 306, 57         1, 534, 58         7, 306, 57         1, 534, 58         7, 306, 57         1, 534, 58         8, 11, 74         1, 534, 58         1, 534, 54         1, 534, 58         1, 534, 54         1, 544, 54         1, 544, 54         1, 544, 54         1, 544, 54         1, 544, 54         1, 544, 54         1, 544, 54         1, 544, 54         1, 544, 54         1, 544, 54         1, 544, 54         1, 544, 54         1, 544, 54         1, 544, 54         1, 544, 54	Vew Holland	190		040		6	00.102				411	629.
14   374   34   45   45   45   45   45   45   4	Vew Lenox	279.	662.	941								634.
1, 279, 845, 49, 863, 08, 2, 447, 70   1, 279, 84   1, 966, 28   2, 272, 40   1, 250, 84   1, 966, 28   2, 272, 40   1, 250, 84   1, 966, 28   2, 272, 40   1, 250, 84   1, 966, 28   2, 272, 40   1, 250, 84   1, 966, 28   2, 272, 40   1, 250, 84   1, 2, 272, 40   1, 250, 84	Vewman	374.	-	523.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f   0   1   1   1   1   1   1   1   1   1	2 2 1 1 1 2 1 1 2 1 1 1 1 1 1 1 1 1 1 1	f 1 1 5 1 1 5 1 1 5 1 1 5 1 5 1 5 1 5 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-	523.
6, 659, 84 14, 962, 20 2, 321, 70 2, 321, 32 2, 321, 32 3, 3, 3, 4, 3, 6, 2, 3, 3, 3, 4, 3, 2, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3,	Yew Minden	, 584.		947.		2 1 4 5 1 1 6 8 1 7 1 1 2	1 1 2 1 1 1 1 1 1 1 1	8 1 1 4 5 5 6 7 7			811.	636.
2, 321, 70         3, 371, 46         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         6, 693, 16         7, 5, 47, 67         9, 5, 47, 62         9, 6, 045, 49         10, 682, 183, 90         9, 6, 043, 19         1, 122, 03	Jewton	650	006	656	894.37		529 70	1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	061	504
120, 482, 47   75, 245, 62   195, 728, 69   75, 25   10, 682   12, 482, 47   75, 245, 62   195, 728, 69   75, 25   10, 682   12, 739, 10   1, 739, 10   1, 739, 10   1, 739, 10   1, 739, 10   1, 739, 10   1, 739, 10   1, 739, 10   1, 739, 10   1, 739, 10   1, 739, 10   1, 739, 10   1, 730, 24   13, 732, 20   24, 319, 62   13, 732, 20   24, 319, 62   13, 732, 20   24, 319, 62   13, 732, 20   24, 319, 62	Viantic	321	371	693 693	10.120		00%, 10		732		732.	960.
2, 051, 11         1, 759, 00         1, 759, 00         1, 759, 00         2, 023.           10, 566, 42         14, 186, 01         5, 537, 015         5, 987, 78         7, 23.         7, 814, 61         22, 183, 49         4, 186, 02         4, 186, 02         1, 1, 564, 02         2, 973, 78         1, 564, 02         2, 973, 78         1, 564, 02         2, 973, 78         1, 564, 02         2, 973, 78         1, 1, 564, 02         2, 973, 97         2, 973, 97         2, 973, 97         2, 973, 97         2, 973, 97         2, 973, 97         2, 973, 97         2, 973, 97         2, 973, 97         2, 973, 97         2, 973, 97         2, 973, 97         2, 973, 97         2, 973, 97         2, 973, 97         3, 973, 97         3, 973, 97         3, 973, 97         3, 973, 97         3, 973, 97         3, 973, 97         3, 973, 97         3, 973, 97         3, 973, 97         3, 973, 97         3, 973, 97 <td>Viles</td> <td>482.</td> <td>245.</td> <td>728.</td> <td>75.55</td> <td></td> <td>4, 428.08</td> <td>73, 618.26</td> <td>923.</td> <td></td> <td>045</td> <td>682.</td>	Viles	482.	245.	728.	75.55		4, 428.08	73, 618.26	923.		045	682.
v. 10, 596. 42         4, 186, 01         4,	Vilwood	2, 051.11	731.	782.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		759.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	759.	023.
10,596 42 11,733 20 2, 1319 62 1,617 16 1,1564 12 2, 185 43 2, 185 44 2, 185 40 2, 185	Noble		186.	186.			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		186.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	186.	111
1, 12.2, 0.5, 139, 139         1, 12.2, 0.5, 139, 139         1, 12.2, 0.5, 139, 139         1, 12.2, 0.5, 139, 139         1, 12.2, 0.5, 139, 139         1, 12.2, 0.5, 139, 139         1, 12.2, 0.5, 139, 139         1, 12.2, 0.5, 139, 139         1, 12.2, 0.5, 138, 139         1, 12.2, 0.5, 138, 139         1, 12.2, 0.5, 138, 139         1, 12.2, 0.5, 138, 139         1, 12.2, 0.5, 138, 139         1, 12.2, 0.5, 138, 139         1, 12.2, 0.5, 138, 139         1, 12.2, 0.5, 138, 139         1, 12.2, 0.5, 138, 139         1, 12.2, 0.5, 138, 139         1, 12.2, 0.5, 138, 139         1, 12.2, 0.5, 138, 138         1, 12.2, 0.5, 138, 138         1, 12.2, 0.5, 138, 138         1, 12.2, 0.5, 138, 138         1, 12.2, 0.5, 138         1, 12.2, 0.5, 138         1, 12.2, 0.5, 138         1, 12.2, 0.5, 138         1, 12.2, 0.5, 138         1, 12.2, 0.5, 138         1, 12.2, 0.5, 138         1, 12.2, 0.5, 138         1, 12.2, 0.5, 138         1, 12.2, 0.5, 138         1, 12.2, 0.5, 138         1, 12.2, 0.5, 138         1, 12.2, 138	Vokomis	10, 596, 42	723	319.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	987	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	987	331.
7, 814 61         27, 783 38         32, 103 38         33, 103 38         34, 103 38         35, 103	Jormal	1,017.10	105	759.	K9 000 G9	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			700	3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	185	
y         1, 564.02         1, 589.01         1, 589.01         1, 589.01         1, 589.01         1, 589.01         1, 589.01         1, 1, 589.01         1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	Vorridge	1	700.	606.	383 60	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 2 2 3 1 1 8 5 8 9 9	280	017
y	Vorris	492, 55	720	213					1.564.02	1	564	649.
cora         7, 523.03         7, 606.58         14, 589.61         16, 694.08         17, 11         123.43         6, 294.54         17, 310.34         17, 310.34         17, 482.30         85, 995.00         17, 482.30         85, 098.23         17, 482.30         85, 14         23, 233.23         17, 482.30         85, 14         23, 233.23         23,	Vorris City	757.		147.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			6, 032.82		167.	979.
Cago.         29, 261. 39         108, 608. 48         137, 869. 87         1—339.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         16, 694.08         17, 604.73         10, 529.76         38, 244.47         10, 529.76         37, 604.73         4837.44         2, 767.29         77, 604.73         32, 500.00         1123.43         6, 294.54         1, 310.34         32, 500.00         11, 191.89         10, 885.14         23, 293.323         323.323         323.323         323.323         323.323         323.323         323.323         323.323         323.323         323.323         323.323         4, 580.86	North Aurora	523.	.990	589.	2 2 2 3 3 3 5 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	1 1 1	8 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 S S S S S S S S S S S S S S S S S S S	- 1		1 1	589.
27, 714, 71         10, 529, 76         38, 244, 47         10, 529, 76         38, 244, 47         32, 500         32, 323         32,	North Chicago	261.	809	869.	[-339, 08]		16, 694.08			1 1 1 1	41,859.	010
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	North Chillicothe	714.	529.	244.	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 2 2 1 3 3 5 5	3 8 8 8 9 3 5 5 3 9	5, 535.00	96		5, 743.	500. 500.
carried 24, 725.75    24, 725.75    24, 725.75    24, 725.75    24, 725.75    24, 725.75    24, 725.75    24, 725.75    24, 725.75    24, 725.75    24, 725.75    24, 725.75    24, 725.75    25, 200.04    26, 323.32    27, 115.80    28, 553.35    28, 553.35    28, 553.35    29, 586.86    29, 586.86    29, 586.86    29, 586.86    29, 586.86    29, 586.86    29, 586.86    29, 586.86    29, 586.86    29, 586.86    29, 586.86    29, 586.86    29, 586.86    20, 285.82    20, 285.82    20, 285.82    20, 285.82    20, 285.82    20, 285.82    20, 285.82    20, 285.82    20, 286.86    20, 285.82    20, 286.86    20, 286.	Touthlolro	837	797	604	1	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1007 77	171		294	310.
rerside 38, 553.35 38, 553.35 4, 342.23 732.	North Pokin	795	010.	9080			1,872.48	0, 350, 00	200 410 0.0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40Z	988. 393.
Ca 5, 313, 43 5, 313, 43 4, 580, 86 732.   Ca 77, 115, 80 46, 433, 04 123, 548, 84 14, 279, 85 17, 115, 80 17, 046, 12 46, 635, 78 17, 1046, 12 46, 12 46, 12 46, 12 46, 12 46, 12 46, 12 46, 12 46, 12 46, 12 46, 12 46, 12	North Riverside		553	553	4 342 93	5 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	93.92	2, 000 , 00	191	1 1 5 4 2 1 1 1 1 1 1 1 1 1	555	995
29, 589. 66 17, 046.12 46, 635. 78 313.15 31	North Utica	3 9 9 9 9 9 9 9 9 9 9	5, 313.	313.	580.	B	9.26	1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.6		580.	732.
29, 589, 56 17, 046, 12 46, 635, 78 313, 15 40, 522, 313, 15 40, 522, 313, 15 40, 522, 313, 15 40, 522, 313, 15 40, 522, 313, 15 40, 522, 313, 15 40, 522, 500, 500, 500, 500, 500, 500, 50	Northbrook	77, 115.80	46, 433.	548.	279.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	80, 235.82	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	515.	033.
	Northneld	29, 589, 66	17, 046.				313.15			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	313.	322.

4, 398.24 197.47	348.	00	902.26	149.85 1, 134.30 8.	998.79		257.32		2, 076.03		4 147 00		44, 347.65	512 23	416.00		079.11		37, 406, 46	421.	533	621.00	301.12 400.67		155.08	738.	808 40	348.	69	337	116.56	18, 763, 20 60,	, 200 7
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191.72	300.00	79, 100.67	747		998.	8, 146, 15	011.	# # # # # # # # # # # # # # # # # # #	2,001.03		780.24	141	19, 950.00	144.				, ,		401.00	036.		11, 501, 68		037.	2, 061, 11	404	1	3, 264, 14	272.	] ]	10, 988, 74	488.
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399.84	191,09	13, 522, 96	4 1 1 4 1 4 1 4 1 4 1 1 1 1 1 1 1 1 1 1	92 66 1		1, 034,00	6, 937, 91		75 00	-		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1, 500.00	02 060	136.75		00 097	, ,		20.05			5, 244, 02	40.00	3, 417 30		21 981		1, 549, 75		230 86	1, 004, 58	
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3, 998, 40	438 857.	305, 442, 49		t t	+ * * 1	† 1 f	71,319 41	1	1	, , ,	t	,	10,012 65			,	:		25, 247, 69			1	83, 205, 42		56, 700 20	!	4, 117 19	36 000 00	41, 106, 80		1 00	3, 644, 88	
540640	99	91.		05.	52.		270.		007.	105.	1, 623.32	511.	806.	301.	2, 307.30	869		9, 649, 98	406.	215.	18 143 99	396			155.			46, 427, 35	652.	1-0	418,72		2,831.44
1, 515.81 12, 660.52 640.77	26.	98		80.	7, 233, 80	67	2, 351, 34	26.	1,067 75	100	28	2, 432, 86	456.	863	7, 848, 76	988	011.	2, 481, 40	288.	320.	5, 135, 08	419	562,	030 850		571.	202	4, 024, Pa	326		00 00 00 00 00 00 00 00 00 00 00 00 00	745.	1, 1553 35
4 .	88.19 4, 020, 13	135. 394.	2, 363, 14 9, 659, 58	250	200		323	T.T.	20 000 10	970	895.	0,078,80	350	-	10 114 61	. 188	_	168, 500,	-	894.	13, 008, 21		43, 824, 21	316 91	23, 110, 12		5, 492 51	142	67, 326, 61	21	0 508 138	982	277
Forest	Prove Park	n	1 1	2 2 2 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9	;	t t	1 1	1 1		issa	ey	rneetown	Olyev	Fields.	. [	Oneida	1	110		,	200	CH W	1				1 2 6		[ Karana	1 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Panola.		versburg

TABLE 60.-- Continued.

	Balance on Hand Dec. 31, 1958	050. 240. 867. 199. 635.	5, 402.05 1, 544.23 2, 084.75 14, 650.34 35, 290.58	435. 997. 602. 006.	318. 791. 554.		20, 464.66 36, 955.59 4, 833.87 31, 183.11	614. 788. 909. 107. 235. 235. 241. 908.
	Total Disbursed During 1958	121, 030.65 156, 932.33 3, 000.00 3, 121.01 2, 897.61 31, 155.16	1, 230.62 5, 241.40 119, 233.96	599, 096. 98 26, 880. 45 6, 498. 25 5, 935. 38	60, 252, 72	992. 992. 355.	747. 747. 030. 693.	
	Miscellaneous and Treasurer's Fees		24.12	117.53		39.00	93.10	610.
	Mainte- nance	54, 342.96 3, 000.00 3, 121.01 2, 733.60 3, 020.00	1, 206.50	90,000.00	14, 200.00	2, 350.00 1, 953.24 9, 388.10	4, 404.82 23, 785.12 693.40	2, 000.00 1, 846.53 7, 200.82 4, 256.86 15, 686.58 1, 044.55 3, 986.12
sed for	Municipal Indebted- ness	97, 256. 25	117.586	880.	26, 050.00			13, 003.89
Disbursed for	Engineering	15, 864.67 15, 864.67 164.01 2, 222.98	181.86	63.09	1, 735.89	5, 635.00	250.00 391.25 1 053.23	1, 900.00 3, 801.71 82.47 279.03
	Right-of- way			1				
	Con- struction	50, 823.02 59, 676.08	3, 241.40	18, 551.34	18, 266.83	35, 459.75	13, 644, 22	26, 634.96
	Total Available During 1958		3, 402.05. 2, 774.85. 7, 326.15 14, 650.34		252. 418. 791. 554.	255. 368. 368.	14, 763, 36 7, 315, 13 45, 495, 08 36, 955, 59 5, 527, 27	240. 634. 110. 3364. 239. 239. 427. 286. 989.
	Allotted During 1958	863. 829. 247. 204. 471.	2, 643, 22 2, 546, 13 2, 648, 61 7, 757, 07	483. 525. 032.	824. 824. 541. 550	832. 177. 001. 795.	3, 964.84 3, 301.33 19, 225.40 9, 515.61 1, 305.45	6017. 697. 606. 606. 094. 617. 154. 249. 479.
	Balance Available Jan. 1, 1958	1	758.83 228.72 6,893.27 77.65 6,893.27	394. 575. 575.		232. 171. 802. 459.	10, 798, 52 4, 013, 80 26, 269, 68 4, 221, 82 90, 637, 46	
	Municipality	Park Forest Park Ridge Patoka Pawnee Paw Paw	Payson Pearl Pearl City Pecatonica	Peoria Peoria Heights Peotone Percy	Peru. Pesotum. Petersburg.	Phoenix Pherron Pinckneyville	Piper City Pittsburg Pittsfield Plainfield Plainville	Pleasant Hill Pleasant Plains. Pleasant Plains. Plymouth Pocahontas. Polo. Pontiac. Pontiac. Pontosne. Poplar Grove. Poplar Byron.

1, 781.88 5, 945.92 36, 300.38 2, 819.71	2, 976.91 266, 119.52	2, 172.75 2, 578.40 2, 500.00	731.	3, 865.60 9, 859.24	0000	053	.5 846. .5 408.	x x	125.	422.	74, 286, 72	52, 542, 10 94, 128, 63	855.	36, 601.90	38, 328, 92	Fo 860 6		4, 629.89	9, 403.	802, 736, 13	9, 391, 79	35, 918. 42	0 030 50
								107.06	f f f f f f f f f f f f f f f f f f f						1 1 1	,		45.84 52.05					
1, 956.10 5, 945.92 1, 349.49 2, 149.92	2, 976.91 15, 788.64	2, 172.75 2, 578.40 2, 500.00	716	3, 865.60	000		408.	337.	. 1	1, 422.07	6, 366. 12	6, 612, 10	344.	9, 297.90	15, 915.62	- F6 860 6			9,061.06	28, 051, 69	999	12, 979.00	0 030 50
6, 953.75		1	2, 950.27	6,901.72	f f f f f f f f f f f f f f f f f f f	t		2, 600.00			3 1 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	45, 680, 00 32, 128, 63		0,871.48	20, 442.52	) ) 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			109, 410, 00	91, 220.09	1	
1, 469, 71 227. 63	23, 776.08		4,319.15	1, 520.69	144.59	152.59	135.00	15.53	t 1		6, 508, 67	250.00	218.10	464.90	1, 970, 78	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	+ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	000 000	335.32		1,346 53	2, 683, 75	1 1 1
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26, 527. 43	223, 577, 49	1	156, 745. 75	1, 436, 83	2, 176 00	† † † † † † † † † † † † † † † † † † †	1 1		5, 125 73		61, 411, 93	44 000 00	1—250.00	25, 000.00		1	,	4, 584.05		436, 634.09	8, 045 26	20, 255, 67	
6, 082 90 14, 168.88 83, 881.39 7, 028.73	25, 223.86 9, 495.65 344, 927.41		4, 573, 25 184, 731, 42 7, 595, 19		3, 600.05	176. 775.		266			78, 997, 58	128, 690, 74	11, 661.28	20, 308, 99 96, 687, 16	2, 684, 85 38, 863, 51	64, 080.87	2, 470, 74		120, 641, 96		266, 809, 36 18, 986, 60	9, 930, 19 85, 227, 27	2, 210, 24
697. 098. 003.	2, 537.18 2, 578.49 228, 763.11	413. 358. 975.	2, 217.08 119, 916.15 2, 627.04	202. 193.		360.	1, 251, 49		1,008.74	254.20 954.80	035.	38, 137, 96	096.	646. 709.	2, 244, 02 36, 304, 27	301.	1, 310, 82	846.	55 065 42	643.	266, 809, 36 8, 884, 48		
	917. 164.		2, 356.17 64, 815.27 4, 968.15		80.		3, 308, 99 1, 802, 50		4, 203, 24	1.144.35		90, 552, 78	564.	365	440,83 2,559,24		159	083	9, 420.38	237, 568, 49	102.	8, 986, 17	185
Rocher	JWB	1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9 3 9 5 1 3 9 1 6 2 8 9	ark	m	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		4	Ve	1 P 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 t f s 1 2 t 1 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Island	eadows	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

TABLE 60.—Continued.

						nosici	Disbursed for				
, Municipality	Balance Available Jan. 1, 1958	Allotted During 1958	Total Available During 1958	Con- struction	Right-of- way	Engineering	Municipal Indebted- ness	Mainte- nance	Miscellaneous and Treasurer's Fees <sup>4</sup>	Total Disbursed During 1958	Balance on Hand Dec. 31,
Roodhouse	12, 598.02	1						2, 839. 61		2, 839.61	1 .
Kose Hill Roselle	171. 195.	690. 482.	34, 678. 37	12, 703.88		363.00	1	6, 910. 45	1 3 4 1 1 2 1 1 2 1 1 2 2 1 1 2 2 1	19, 977.33	
Rosenille.		5, 825, 88	183.			320.40	F 1 3 5 1 1 1 1 1 1 1	7, 547.14		867	7, 472.88 316.35 7, 479.79
Rossville Romd Lako	5, 751.73	7, 454.98	13, 206, 71	3, 300. 00	1	1, 101 .12	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11, 616.11	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4, 550. 42 11, 616. 11 490. 91	1, 470.02 1, 590.60 4, 903.89
ng	1 3	101	110	6	1 1 2 2 2 2 3 1 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	100.01	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100 E	400.
Round Lake Park	20, 288	13, 572, 18		9, 093.54		1,678.83	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	(, 996.94		5, 085.15	2, 799.81
RoxanaRoval	10, 183, 17	308 338	20, 491, 74					631.61	1	631.61	491. 500.
Royalton	462		586.			419.88	t 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	466.	181.36	068.	
Kuma. Rushville			543.	44,856.90	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3, 549.88	1	1, 502.00		1, 302.00	378.
Ssellville	955.63	1, 116.61	2, 072, 24	1 267 67	) 1 1 1 1 1 1 1 1 1 1 1	{	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	161 50	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2, 072, 24 9, 597, 76
lorus	215.	093	308.	10.10e-1			1	110.	82.22	193.	115.
Sailor Springs	3, 187.89	1, 397.14	4, 585, 03	94 800 41		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10 940 59	3, 653, 60		3, 653, 60	931, 43
ndovaj		258.	717.	300,		8		9,778.00	f	778.	4, 939.16
Jose Jose	910. 924	3 031 62						7 940 89		7 940 89	233
inemin	671.	823.	494.	1	1 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1	1	116.73		211.	283
vanna	10, 518.36	27, 284, 55	37, 802, 91	7, 542.56		3, 935.32	21, 010.02		1 E I I I I I I I I I I I I I I I I I I	32, 487.90	315.
vyerville	311.	103.	415.	1		1		1, 261.28	7	1, 261.28	154.
SaybrookScales Mound	6,869.59	4,088.91	10, 958, 50	1, 120.69		206.57	1 1 1 1 4 1	3, 160.67		487. 500	6, 470.57
chaumburg	1 00		000		1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		2 3 1 1 2 3 1 1 1 2 3 1 1 1 1 1 1 1 1 1	0 0 0 1 1 1 0 1 1 0 1 1 1 2 1 1 2 1 1 1 1	1		900
Jiller Park	51 095 63	10 176 87	1, 588, 73	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10 000 00	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		00 000 01	1, 588. 1 60, 909. 5
hram City	524	277	802.		1	75.00	1 1	7, 180.25	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7, 255. 25	547.
lota		.069	769.	1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	699.37	8 8 8 8 9 9 1 9 1 1 1 1 1	699.37	70.
ottvilleaton	4 275 72		7, 813 10				1 1 1 1 1 1 1 2 2 1 1 2 1 1 2 1 1 1 1 1	9, 915, 30		2.915.30	1, 666. 63 2, 897. 80
atonville	535.	2, 184.	719.			128.82	1	2, 147.00	E 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2, 275.82	444
cor	965	022.	2,022.89	0 025 11		1000	896.46			896. 005	1, 126.43
Sesser	11,849.35	11, 252, 59	101.	3, 500.11		618.84	8 I S S S S S S S S S S S S S S S S S S	12, 166.30	2		316.
Shabbona	1111	200	01 311 3	120 011		170 071				_	0 117 10

20, 510.33 11, 045.67 20, 190.37	9 11	6, 856.89	399	148	5, 460.37	105.	704	22, 431, 92	220	239.	846.45	470.50	845	319.	21, 729.01	004	18, 532, 38	. and o				232.	666			3, 604, 85	281	113.	17, 124, 95	376.	2, 339, 15	821		340.	319.	074.	0	3,714.19		1, 055, 85
9, 585, 90 4, 790, 61 21, 450, 00	659.	2, 454. 57	642.	1, 145.00	1 1	2, 170, 72	132.	858.	304	611.	542.	4, 778.31	639	3, 413.70	534		00 050 91	991	5, 918, 71	) 1	689	2, 876, 30	444	958	1,900.40	1	399, 770, 85	868		338.	0 000 49	338	083	563.	472.	2, 756.62	921.	7.70	3, Z00.80 1 746 31	434.
	5 I 1 2 1 1 2 1 1 1 0 2 2 2 2 0 3 9 0 1 3 0 2 9 0 1 3 0 2 9 0 1 3 0 4 0 5 0 6 0 7 0 7 0 7 0 7 0 7 0 7 0 7 0 7 0 7 0 7		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	d 6 2 9 1 J 2 2 1 1 0 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1	f	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f	1 2 1 E E E E E E E E E E E E E E E E E			# # # # # # # # # # # # # # # # # # #	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			16.73	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 7 1 1 1 1 2 1		1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	163 50	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 7 7 2 2	9 6 7 8 8 8 8 8	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10 68	00.01	28.13
2, 464. 93 4, 521. 05 21, 450. 00		2, 454.57	2, 592, 79	145.	287	4, 542, 15	132.		2.304.34	6, 961. 50	1, 542, 74	1, 718, 10	1-12 40	3, 413, 70	17, 651, 73		20 860 0	10 466 74	5, 918, 71	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1, 592, 90	7, 876.30	9, 249, 34	1, 958, 60	1,810 40	31 311	146, 629, 69	. F		2, 261, 80	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3, 634, 80	8, 753, 95	599	472.	2, 756.62	921.	1, 220, 00	5, 190, 92	1, 406, 50
6, 997. 50	# 1	3	1		f 1 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5			6, 787, 50			1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	t 1	1 ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (	1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		,	,	1 506 95	11, 195, 00		! ! !	1	238, 494 68	† † †	18, 422, 22	2 4 1	\$ 1 6 t	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	2, 637, 50	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	r r 1	f	† † † † † † † † † † † † † † † † † † †
123. 893.	2, 750.51	1 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	50.00				J J J J J J J J J J J J J J J J J J J	664.75		34, 093, 94	1	60.21	1, 255, 28	· 1	882 59		1 206 69				79, 65	3 t t t t t t t t t t t t t t t t t t t	* 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	80.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	203.92		9, 553, 54	76.52	or 600 6	100	330.00	326.67	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	t t t t t t t t t t t t t t t t t t t	
	0 1 1 1 E 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1	t t t t t t t t t t t t t t t t t t t		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	t 1	* * * * * * * * * * * * * * * * * * * *	: : : : : :	* * * * * * * * * * * * * * * * * * *		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	P	t t t t t t t t t t t t t t t t t t t	1 1 3 4 1 1 1	5 4 5 5 5 5
	21, 909, 10			8	1—287.28	4, 989, 57	î,	17, 405.94	1	385, 555.79	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		6.396.80		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		19 204 09	64 020 00	0.0000000000000000000000000000000000000		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 509 03	1,002.00		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		14, 442, 56	6, 244, 43	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	f 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4.540 00		5 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 2 2 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2	f		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1
30, 096.23 15, 836.28 41, 640, 37	659.		4, 771.59 2, 254.39	593.	460.	9, 531, 72	837.	47, 290.11	302. 524	850.	389,	5, 248.81	484	732.	40, 263.33	600	18, 532, 38	21, 903.01		736.			26, 111, 00	787	3, 291. 71	3, 004, 85 9, 918, 54	709, 052, 74		59, 233, 82	13, 714, 94	2, 559, 10	10, 160, 21				5, 831, 23	6, 923, 43	4, 854, 19	1, 909, 58	2, 490, 48
10, 340, 94 5, 367, 36 94, 479, 19	000	3, 252.77 2, 610.85	443.		861.	3, 522, 49	596.	479.	9	97.	64.	15.	0.00		75.	9		200	11, 878, 34		571.	0.7		138.		1,095.04		151	26, 518, 55	568		4, 380, 21		,025.		1, 483.47		1, 747, 7		1, 564, 39
19, 755, 29 10, 468, 92 17, 168, 18	650.	6, 058.69	327.	255.66	3, 599, 32	6 009 23	240		3 323 66		024.	3, 333, 80	595		22, 888, 15			51,610,31	498		526.	13, 703, 30	6.220.32	648.		509.	250, 965, 50	531.	32, 715. 27	146.	119 954 68	780	906		212.	4, 347, 76		3, 180, 42		926.09
eetown	uu	anh		FAV	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		t t t t t t t t t t t t t t t t t t t	0.0ro	ield	ank		Beloit	Chicago	nts.	Elgin.	acksonville	Pekin.	Wilmington	rn View	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ing	own	Bay	field	Grove	Valley	ne	ugusune	vid	10	rancisville	qo	ns	eppp	ory	TIC	rd
Shawneet Sheffield	Sheldo	Sherida	Shiloh	Shuma	Sibley	Sidner	Sigel	Silvis	Sims	Skokie	Smith	Smith!	Somons	Sorente	South	South	Helg South	South 1	South J	South	South	Southe	Sparts S	Spauld	Spillert	Spring	Springi	Spring	Spring	St. Ann	St. Aug	St. Day	St. Eln	St. Fra	St. Jack	St. Joh	St. Jose	St. Lio	St. Pet	Standard.

TABLE 60.—Continued.

	Balance on Hand Dec. 31, 1958	21, 21, 22, 23, 23, 23, 24, 4, 4, 4, 5, 5, 25, 24, 38, 31, 31, 31, 31, 31, 31, 31, 31, 31, 31
	Total Disbursed During 1958	1, 900.000 2, 564.05 41, 370.48 6, 370.94 75, 483.80 143, 539.56 6, 345.57 4, 076.69 3, 148.24 3, 148.24 2, 875.33 2, 875.33 2, 542.72 1, 972.52 1, 972.52 1, 972.52 1, 972.52 2, 565.00 6, 223.41 3, 167.60 6, 223.41 8, 167.60 6, 746.89 8, 813.42
	Miscellaneous and Treasurer's Fees <sup>4</sup>	119.16
,	Mainte- nance	1, 900.00 2, 460.15 11, 422.57 11, 422.57 2, 716.15 4, 608.24 4, 608.24 4, 608.24 4, 608.24 935.55 6, 043.40 2, 123.36 3, 500.00 2, 828.00 18, 889.00 18, 889.00 5, 565.00 3, 665.00 18, 8845.01 3, 167.66 6, 746.89 6, 746.89
sed for	Municipal Indebted- ness	46, 560.00
Disbursed for	Engineering	2, 671.41 2, 671.41 2, 890.75 8, 440.63 8, 440.63 1, 449.49 1, 449.49 1, 449.49 1, 20.62 1, 025.78 1, 025.78 1, 025.00 21, 025.00 21, 025.00
	Right-of- way	14, 600 000
	Con- struction	27, 276, 50 764, 04 67, 043, 17 96, 044, 01 2, 627, 20 7, 500, 00 7, 500, 00 7, 500, 10 274, 14 10, 777, 36 10, 777, 36 47, 330, 10 508, 212, 33
	Total Available During 1958	22, 675 21, 484 21, 564 21, 564 21, 564 21, 564 21, 564 21, 564 22, 916 23, 916 24, 884 35, 114 36, 886 37, 114 37, 114 38, 886 37, 114 38,
	Allotted During 1958	2, 2, 2, 2, 2, 2, 2, 3, 2, 2, 3, 2, 2, 3, 2, 2, 3, 2, 2, 3, 3, 2, 2, 3, 3, 2, 2, 3, 3, 2, 2, 3, 3, 2, 2, 3, 3, 2, 2, 3, 3, 2, 2, 3, 3, 2, 2, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3,
	Balance Available Jan. 1, 1958	1, 639 1, 639 1, 639 1, 639 1, 658 1, 658 1, 657 1, 657
	Municipality	Standard City—Stannford—Steeleville—Steeleville—Steeleville—Stewardson—Stewardson—Stickney—Stillman Valley—Stonefort—Stone Park—Stonefort—Stone Park—Stonefort—Stone Park—Stonefort—Stonefort—Stonefort—Stonefort—Stonefort—Stonefort—Stonefort—Stonefort—Stonefort—Stonefort—Stonefort—Stanner—Summerfield—Swansea—Swansea—Swansea—Table Grove—Table Grove—Table—Tennessee—Tentopolis—Thayer—Thayer—Thayer—Table—

	4, 922.22	337.	5, 425.73	6,610.87	5, 830, 29	017	1 S P 2 A A C S 1 A A I I I I I I I I I I I I I I I I I	851.	4, 200 00	117	4,984.04	7, 983, 45	15 649 85	1			000	4, 151, 24	376	2, 463,52	\$ 20°	260	13	28, 776 29	140.	1 -	1, 498 26	10 200		314	455.	376.	439	104	250.33	392	955
121.83	97.46	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 2 5 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f f f f f f f f f f f f f f f f f f f	1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		81.40	1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 3 5 7 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		48.78	1 4 4 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	1	f			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	t 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	( ) ;	
4,061.00		3,850.00	3, 695.84	6, 510.87		8 8 1 1 1 2 8 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100000000000000000000000000000000000000	5, 670.67	4 900 00	က်	4	4, 108, 45	15 6.19 85	10, 012.00		1, 119.00	11, 120.	3, 873, 17	376.	3, 149, 50		391		1,997,57	149.	4,876,39	1, 498, 26	10 200	78.60° 87		7, 455, 90	532	चर् ।	- 11	19, 032, 79		955.00
# 1			t t t t t t t t t t t t t t t t t t t	1	1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2,882,80	321.75	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		f	100 200 200	125, 530, 30			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	, , , , , , , , , , , , , , , , , , ,	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1	1	000	22, 322, 50	831.	5,896,00	
	1, 491.06		2, 367.99	100.00	149 69	00.041	1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	180.52	109.00		200.00				1	54.20	Ξ,	196.67		314.02		2	1 1	3, 644, 89	f f f f f f f f f f f f f f f f f f f	1		1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	09 88		2,650.04	t		15 00		
			1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1							1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1			1 1 1 1 1 1 1		1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			,		1	* * * * * * * * * * * * * * * * * * * *	6 1 1 1 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		1		,		
	14, 466.57	9, 487.97	1—638.10	1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 100 00	1, 199.09	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2, 831, 00			3,875.00		F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	104 00	15, 424 82		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	97 914 41	1,856,45	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	83, 133	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1	317 77	11.110	144, 194, 55	f		1	7 496 08	
12, 709, 43	27, 749, 94 8, 336, 51		55, 994. 47	7, 149.67		5, 347, 18			3,872.50		9, 774.95	9, 683.05	2, 782, 89	91 040 76	4, 369, 64	1, 617.39		211, 669, 04	1, 191.25	5, 868, 15	4, 930, 07			111, 728.35	2,940,40			1, 521.88	4, 999.24	0, 178.00	623	123.	734.	-	28, 842, 18	01.020.12	001 97
2,858.99	12, 854, 71		284.		5, 744, 98	155	388	, 327.	2, 157.75	138	7, 724.67	, 796.	1, 391, 74	,479.	346.	744.		145, 539, 29 4, 358, 63	679.		-	2, 157, 75	803		1, 683.03			, 105.	2, 546, 13		928	151	455.	294	8, 479, 90 1, 986, 94	202	841
	14, 895. 23 3, 449. 24					10, 841 .85 2, 191 .49	155.		1,714.75	162		2, 886, 19		17 770 03		872.		66, 129.75	511.55	1, 212, 84	20 731 98	6, 993, 71	925.	78, 143, 20		475.				6, 043, 52		972.	6, 278, 96	365.	20, 362, 28	15 199 05	
mpsonville	f   f   f   f   f   f   f   f   f   f		Tinley Park.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		III	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	V.C	1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	ity	ем.	1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1	· · · · · · · · · · · · · · · · · · ·		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f	V.		1 t 1 1 t 1 t 1 t 1 t 1 t 1 t 1 t 1 t 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Virginia	· 7.	Till

TABLE 60.—Concluded.

						Disbur	Disbursed for				
Municipality	Balance Available Jan. 1, 1958	Allotted During 1958	Total Available During 1958	Con- struction	Right-of- way	Engineering	Municipal Indebted- ness	Mainte- nanee	Miscellaneous and Treasurer's Fecs <sup>4</sup>	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
Walshville	1,600.74	609. 476.	2, 210.30			5 T T T T T T T T T T T T T T T T T T T	T	1,043.58	1	1, 043.58	
apella	26,1,0	2, 718.74	200. 215. 706			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2,871.84	4	371.	11, 186.29
arrensburg	20, 505. 2, 676. 2, 706.	961. 700.	638.			00.200	2, 200.01	3,819.07	8 B C C C C C C C C C C C C C C C C C C	3, 819.07	0 0
ashburn	8, 787.		176.	11, 883.59	1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	95.97	\$ 2 5 7 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1, 919.38	277.98	797.	798.
ashington Park		31, 502, 94	38, 465, 42	2, 468 42		1.045.10		3, 496, 00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	364.	32, 501.00
ataga	1, 107.	986	074	2 618 06		1 026 96		800.	3	300.	274.
aterman	7, 423.	817.	240.	0,070,0		1, 000.00		7, 506.29		7, 506.29	25, 609.3 4, 733.9
atson	12, 664. 951.	22, 845. 02 1, 553. 57	509. 505.	1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	0 f 1 l 1 d 1 d 2 d 1 l 2 d 1 l 2 d 1 l 2 d 1 l 2 d 1 l 2 d 1 l 1 l 2 d 1 l 1 l 2 d 1 l 1 l 1 l 1 l 1 l 1 l 1 l 1 l 1 l 1 l			1.771.52		771	
auconda	12, 939, 55	800.	25, 740.31	7,041.20	97 265 63	2, 133, 49	1 0 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	101111111111111111111111111111111111111		174.	565.
nverly	9, 439.	174.	613.	100,001	20, 2007. 00		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7, 878, 00		8, 161, 59	452
ayne City		3, 916, 29	6,080.21	t 1 t 1 t 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	* 1	1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	311		311.	1, 768.7
oldon	2, 142.	654.	626		1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		3, 779, 68	65.90	360.	564. 847
ellington	4, 061.69	1,618.30	5, 679.99	7 190 90		208.80	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	201.		4, 410.53	
enonah.	000 6					0.00	1	7, 013.00		100.	900.0
Montgomery	1,099.28	074.29	1,773.57		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		1	1, 032, 53		1, 032, 53	741.04
est Chicago	54, 604.	676	280	18, 092, 22	2, 500.00	2, 980.	t 1 t 1 t 1 t 1 t 1 t 1 t 1 t 1 t 1 t 1	678		251.	029
est City	4, 187.	5,831.28	91 708 90	0.250	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	321.64			106.54	433.	584.
ost Frankfort	6,	409.	362.	0, 000, 10		714.03	# 1	13, 888, 43	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10, 790, 25	10, 912. 6
est Point	36.	483.	520.			4		415.	£	415.	104.
est salem	34 372	68 562 03	5, 053, 89 102, 934, 09	646 75		7F 161	69 271 06	3, 265, 18	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	265.	788.
estern Springs.	68, 563	072.	636.	37, 112.00	7 E 1 T 1 T 1 T 1 T 1 T 1 T 1 T 1 T 1 T 1		02, 971, 00	843.	1	66, 187, 00	51, 449, 1
estfield		3, 565, 67	57 679 67	90 522 81		9 331 36	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4,094.77	1		615.03
pstville	16, 144	240.	381	29	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	403		425.	118.91	5, 954, 02	27, 430 7
heaton	122 084	214	000	29 100 21		A 097 19		602			2

	1, 100.	505.		95.00	J E S S S S S S S S S S S S S S S S S S	073.	23.38	192.
37, 470.00	1, 483.44	1, 087.01 54, 095.35 4 631.28		576.00	1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
	1,720	720.			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		32.98	1, 681.86
10, 745.30 9 484 82	3, 538.	12, 910, 23				412.	1 1 1 1 1 1 1	628
696.	1, 796.	492.				2, 725, 58	54.51	
293.	8,605.	,898.			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
851.	120, 280.	318, 132, 18	106, 425.11	1, 522.67			1 1 1 1 1 1 1	107, 947.78
105.27	792.97	898.24		20.00		400,00	1	
956.	18, 092.	049.	2,009.47				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	118
117.	-			179.54	0 F I I I I I I I I I I I I I I I I I I	3, 534.14	74.27	181
21, 300.	8, 582.	883.	25, 630 . 22	1, 500.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	741.	1	871
184.	3,069.	7, 254.03				5, 163, 29	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5, 163, 29
5, 517.	5, 437.	, 955.			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	185	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	185
11, 292.	6, 413.				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	21 06	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
1,070	4,056.	. 126.	1	130.58	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-	1	1.15
18, 710.	70,		22, 241, 82			11, 977, 63	1	054.
13, 321.	1,915.	236.	840.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 2 4 4 5 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		018
	14, 947.		16, 050.82	1,853.24	; ; ; ; ; ; ; ; ;	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
725.	6, 235.	, 961.	1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		,	238
40,	12, 450.14	52, 706.54	14, 597.84	1, 602.53	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2,855.00	, , , , , , , , , , , , , , , , , , ,	0.55
055.	3,873.	928.				1 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	*	
992.	1,801.	, 794.		41.38		537.	1	579
311.	1, 726.				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2, 561, 82	1 1 1 1 1	561
650.	59, 148.		5, 120.05	362.00	32, 548. 75	130.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
618.	1, 138.	.757.		- 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	165
	44, 416.	,755.	20, 587.20	1, 534, 54	710.35			37.2
284.	5, 221.			200.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7, 670, 00		870
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	054.		1—2, 304.12	5, 506.00		1 1 1	1	201
577.	5, 124.	7, 702.26		80.78	8 S S S S S S S S S S S S S S S S S S S	1,154,00		234
170.	8,069.	11, 240, 24		100.001	1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	S, 086, 15		180
1,874,72	3, 468	5,343 27				3, 861, 17		26.1
968	825	1, 794, 17				1, 461, 33		161
	ri	4, 084, 15				2. 277. 65		2.277.65
	6, 327	14, 391, 69		1-15.00		15		
	13,		30, 721, 50	096		6 305 02		
1	58, 204	62,346,40	471		7 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	306		175 1
	00, 501	(a) (a) (a)					1	

<sup>1</sup> Transferred from funds certified prior to 1958.
<sup>2</sup> Illinois Municipal Employees' Retirement Fund.
<sup>3</sup> Chicago City-wide Engineering Study.
<sup>4</sup> Unless otherwise noted amounts shown are for Treasurer's Fees.

TABLE 61.—MUNICIPAL CONTRACTS APPROVED DURING 1958.

Alton 66 0.1476 2,734 14,738.00   Alton 66 0.1476 2,734 14,738.00   Alton 67 0.1218 2,199 211,158.55   Alton 72 (A) 0.3775 9,355 11,299 60   Alton 72 (B) 0.3775 9,355 11,299 60   Alton 73 (A) 0.5513 1,599 30,624 16   Alton 73 (A) 0.5513 1,599 30,624 16   Alton 74 (A) 0.5513 1,599 30,624 16   Alton 75 (A) 0.5513 1,599 30,624 16   Alton 75 (A) 0.5513 1,599 30,624 16   Alton 76 (A) 0.5513 1,599 30,624 16   Alton 77 (A) 12 2,7866 32,938 59,387 31   Alton 78 (A) 0.5513 1,599 30,624 16   Alton 18 (A) 0.5513 1,599 30,537 31   Alton 18 (A) 0.5514 1   Alton 18	TABL	E 61.—MUNI	CIPAL CC	DATRACTS	APPROVED	DURING 1958.
Alton	Municipality		Length (Miles)	(Square		Туре
Alton	Algonquin	8	0.2947	1, 933	\$ 10, 379.95	A-3 bit. surf. treat., gr. or cr. st.
Alton. 66 0.1476 2,734 244,738.00 As bit, surf, treat, gr, or or, st base, C & G G, t, gr, or or, st base, C & G, st base, C &	Alton	64	0.8304	12, 755	124, 269.30	I-11 bit. conc. pavt., PCC pavt.
Alton	Alton	66	0.1476	2, 734	214, 738.00	A-3 bit. surf. treat., gr. or cr. st.
Alton	Alton	67	0.1218	2, 199	211, 158.35	A-3 bit. surf. treat., gr. or cr. st.
Alton	Alton	72 (A) 72 (B)			34, 564.20 11, 259.60	PCC pavt. & conc. curb. I-11 bit. conc. pavt., PCC base
Arlington Heights. 19-1 0.5161 14,380 281,129.34	Alton	73 (B)	0.5513	11, 519	30, 624.10	PCC pavt., PCC base wid., C I-11 bit. conc. pavt. A-3 bit. surf. treat., new &
Arlington Heights. 19-2 0.7494 18, 241 2159, 659.11 Libit. cone. pavt., PCC base (A. C. & G. A. C. & G. C. & G. A. C. & G. A. C. & G. A. Arona Park 7.8 0.1329 1.599 2, 556.0 km, C. & G. A. Arona 66-TL Aurora 66-TL 6.28.4 Arona 66-TL 6.28.4 A	Arlington Heights.	16			19, 092.57	RR flashing light signals, short
Ardington Heights. 19-2	Arlington Heights	19-1	0.5161	14, 380	281, 129.34	I-11 bit. conc. pavt., PCC base
Arora — 56	Arlington Heights	19-2	0.7494	18, 241	<sup>2</sup> 159, 669.11	I-11 bit. conc. pavt., PCC base
Aurora 66-TL Aurora 66-TL Aurora 66-TL Aurora 69 0.9506 19,000 18,282.24	Aroma Park	7-S	0.1329	1, 599	2, 556.60	A-3 bit. surf. treat., strength-
Aurora 66-PL 0.9506 19,000 18,903 12-2 shet asph. pavt., PCC base cse. wid., C & G See. wid., See. gr. or cr. st. base. C & G See. wid., See. gr. or cr. st. base. C & G See. wid., See. gr. or cr. st. base. C & G See. wid., See. gr. or cr. st. base. C & G See. wid., See. gr. or cr. st. base. C & G See. wid., C & G See. wid., See. gr. or cr. st. base. See. wid., C & G See. wid., See. gr. or cr. st. base. See. See. wid., See. gr. or cr. st. base. See. wid., See. gr. or cr	Aurora	56	0.2776	11, 240	152, 946.77	J-2 sheet asph. pavt., PCC base
Bartinyton	AuroraAurora		0.9506	19, 000		Traffic control signals J-2 sheet asph. pavt., PCC base
Bartonville	BarringtonBartonville					II-11 bit. conc. pavt. B-4 mod. bit. surf., cse. gr. or cr.
Bartonville	Bartonville	24	0.3956	7, 616	38, 848.42	B-4 mod. bit. surf., ese. gr. or er.
Bartonville   26	Bartonville	25	0.5387	9, 397	249, 598.05	B-4 mod. bit. surf., gr. or cr. st.
Batavia			0.1237	2, 448	5, 900.60 8, 393.75	Traffic control signals B-4 mod. bit. surf., gr. or cr. st.
Batavia         28         0.5769         10,768         27,050.55         J-2 sheet asph. pavt., C & G Bellflower         4         0.7376         13,382         84,961.78         L-11 bit. cone. pavt., C & G Gr. or cr. st. surf. wid., PCC sidewalk           Belleville         58         1,777.33         Traffic control signals           Belleville         59         2,354.22         Traffic control signals           Bellwood         25         3,045.95         Traffic control signals           Berlwood         26         2,5525         5,285         127,671.34         Traffic control signals           Berwyn         6         0.2596         4,630         249,625.00         Traffic control signals           Berwyn         6         0.2596         4,630         249,625.00         Traffic control signals           Berwyn         48         117,671.33         Traffic control signals           Berwyn         48         118,677.58         Traffic control signals           Bloomington         117         0.4731         10,818         76,229.62         C & G J. II bit. cone. pavt.           Bloomington         118         0.4399         6,836         16,755.00         11 bit. cone. pavt.           Bloomington         120         0.4112         7,	Batavia	27	0.1473	2, 147	10, 158.12	A-3 bit. surf. treat., gr. or cr. st.
Belleville	Beardstown	36	0.7376	13, 382	84, 961.78	J-2 sheet asph. pavt., C & G I-11 bit. conc. pavt., C & G Gr. or cr. st. surf. wid., PCC
Bellwood   25	Belleville	59	0.0144	0.600	2,354.22	Traffic control signals Traffic control signals
Bellwood         26         2.5525         5, 285         127, 671.43         I-11 bit. cone. pavt., WB mack base, C & G           Berkeley         6         0.2596         4, 630         249, 625.00         C & G. I-11 bit. cone. pavt.           Berwyn         48         118, 677.58         Pavt. repair, C & G           Bloomington         117         0.4731         10, 818         76, 229.62           Bloomington         118         0.4399         6, 836         16, 755.00         I-11 bit. cone. pavt., gr. or cr. st. base wid.           Bloomington         119         0.3043         4, 873         11, 053.25         I-11 bit. cone. pavt.           Bloomington         120         0.4112         7, 272         21, 026.13         I-11 bit. cone. pavt.           Bloomington         121         0.3294         5, 900         20, 876.80         B-4 mod. bit. surf., gr. or cr. st. base           Blue Island         38         0.2518         4, 543         15, 868.75         I-11 bit. cone. pavt.           Blue Island         40         17, 145         63, 889.75         I-11 bit. cone. pavt.           Blue Island         41         0.4982         9, 100         30, 704.75         I-11 bit. cone. pavt.           Bradley         19         0.7375<			0.2144	2, 600		base
Berkeley         6         0.2596         4,630         249,625.00         C & G, I-11 bit. conc. pavt.           Berwyn         49	Bellwood		2.5525	5, 285	127, 671.43	I-11 bit. conc. pavt., WB mac.
Bloomington	Berwyn	48	0.2596	4, 630	118, 677. 58	C & G, I-11 bit. conc. pavt. Pavt. repair, C & G
Bloomington			0.4731	10, 818		I-11 bit. cone. pavt., gr. or er.
Bloomington	Bloomington	119 120	0.3043 0.4112	4, 873 7, 272	11, 053.25 21, 626.13	I-11 bit. conc. pavt. I-11 bit. conc. pavt. I-11 bit. conc. pavt., PCC base
Bloomington         124         234, 404.75         Street lighting system           Blue Island         38         0.2518         4,543         15,868.75         I-11 bit. conc. pavt.           Blue Island         40         40         41         0.4982         9,100         30,704.75         I-11 bit. conc. pavt.           Bourbonnais         16         0.1549         2,765         11,837.90         I-11 bit. conc. pavt.           Bradley         19         0.7375         10,954         17,504.60         A-3 & B-4 bit. surf., gr. or cr. st. base           Bridgeport         12         0.4014         10,782         34,172.65         I-11 bit. conc. pavt., PCC bas           Wid.         3         0.1671         5,360         5,033.75         I-11 bit. conc. pavt., soil-cemen slab base, C & G, street light           Brookfield         39         0.7242         10,098         274,868.25         I-11 bit. conc. pavt., WB made						base
Blue Island 38 0.2518 4,543 15,868.75 I-11 bit. conc. pavt. Blue Island 40 41 0.4982 9,100 30,704.75 11,837.90 Bradley 19 0.7375 10,954 17,504.60 Bridgeport 12 0.4014 10,782 34,172.65 Brimfield 3 0.1671 5,360 8,527 67,124.68 Brookfield 39 0.7242 10,098 274,868.25 I-11 bit. conc. pavt., WB made and the standard	Bloomington	124			<sup>2</sup> 34, 404.75	Street lighting system
Blue Island       40         Blue Island       41       0.4982       9,100       30,704.75       I-11 bit. conc. pavt.         Bourbonnais       16       0.1549       2,765       11,837.90       A-3 bit. surf. treat., strength ened gr. or cr. st. base         Bridgeport       19       0.7375       10,954       17,504.60       A-3 & B-4 bit. surf., gr. or cr. st. base         Brimfield       3       0.4014       10,782       34,172.65       I-11 bit. conc. pavt., PCC bas wid.         Brookfield       34.2       0.3289       8,527       67,124.68       I-11 bit. conc. pavt., soil-cement slab base, C & G, street light ing         Brookfield       39       0.7242       10,098       274,868.25       I-11 bit. conc. pavt., WB made	Blue Island	39			63, 889.75	I-11 bit. conc. pavt.
Bradley       19       0.7375       10,954       17,504.60       A-3 & B-4 bit. surf., gr. or cr. st. base         Bridgeport       12       0.4014       10,782       34,172.65       I-11 bit. conc. pavt., PCC bas wid.         Brimfield       3       0.1671       5,360       5,033.75       I-11 bit. conc. pavt. wid.         Brookfield       34.2       0.3289       8,527       67,124.68       I-11 bit. conc. pavt., soil-cement slab base, C & G, street light ing         Brookfield       39       0.7242       10,098       274,868.25       I-11 bit. conc. pavt., WB made	Blue Island	41		9, 100	30, 704.75	Street lighting system I-11 bit. conc. pavt. A-3 bit. surf. treat., strength-
Brimfield	Bradley	19	0.7375	10, 954	17, 504.60	A-3 & B-4 bit. surf., gr. or cr.
Brimfield 3 0.1671 5, 360 5, 033.75 I-11 bit. conc. pavt. wid. I-11 bit. conc. pavt., soil-cement slab base, C & G, street light ing I-11 bit. conc. pavt., WB made in the state of the sta	Bridgeport	12	0.4014	10, 782	34, 172.65	I-11 bit. conc. pavt., PCC base
Brookfield 39 0.7242 10,098 274,868.25 ing I-11 bit. conc. payt., WB made	BrimfieldBrookfield				5, 033.75 67, 124.68	I-11 bit. conc. pavt. wid. I-11 bit. conc. pavt., soil-cement
base, C & G	Brookfield	39	0.7242	10, 098	274, 868.25	ing

TABLE 61.—Continued.

Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Туре
Brookfield	39.1	0.2794	0	222, 340 . 45	
Brookfield	45	0.0507	920	<sup>2</sup> 6, 936, 80	base, C & G I-11 bit. conc. pavt., gr. or cr
Brookfield	46	0.2430	5, 167	225, 907.89	st. base, C & G I-11 bit. conc. pavt., gr. or cr
Brookfield	47	0.2547	5, 481	229, 319.25	st. base, C & G I-11 bit. conc. payt., gr. or er
Brookfield	48	0.1141	2,008	213, 483.10	st. base, C & G I-11 bit. conc. payt., gr. or er
BrookfieldBrookport	49 5	0.3320	7, 110	11, 765.00 26, 621.69	st. base, C & G C & G, sidewalks A-3 bit. surf. treat., gr. or cr. st
Bushnell	24	2.6849	44, 293	279, 939.22	base, C & G B-4 mod. bit. surf., gr. or cr. st base
Calumet City	28 31	1.8433	23, 000	43, 542.43 22, 274.00	I-11 bit. conc. pavt. Street lighting system
Calumet City Calumet Park	32 9	0.1727	3, 392	11, 672.33 33, 070.00	Traffic control signals I-11 bit. conc. pavt., WB mac. C & G
Calumet Park	10	0.0047	770	7, 967.00	I-11 bit. conc. pavt., strength ened gr. or cr. st. base, C & G
Canton	39	0.4766	9, 760	<sup>2</sup> 48, 736, 28	B-4 mod. bit. surf., gr. or cr. st base, C & G, storm sewers
Canton	40	0.1788	3, 054	217, 519.50	B-4 mod. bit. surf., gr. or cr. st base, C & G
Canton	41	0.5459	11, 100	284, 770.26	B-4 mod. bit. surf., gr. or cr. st base, C& G
Canton	42	0.9661	15, 169	290, 930, 47	B-4 mod. bit. surf., gr. or cr. st base, C & G
Canton	43	0.4034	6, 919	247, 391, 76	B-4 mod. bit. surf., gr. or er. st base, C& G, storm sewers
Carpentersville	5	0.1600	4, 663	19, 978.05	I-11 bit. conc. pavt., A-1 bit surf. treat.
Carrier Mills	8	0.2773 0.2604	5, 117 3, 400	22, 505, 40 5, 022, 00	I-11 bit. conc. pavt. Gr. or cr. st. base cse.
CaseyChampaign	12 94	$0.2643 \\ 0.1571$	4, 125 2, 266	10, 696, 76 231, 080, 91	I-11 bit. conc. pavt., C PCC pavt., C & G
Champaign	96	0.1428	2, 010	<sup>2</sup> 15, 315.95	Bit. rd. mix earth mat type C & G
Champaign	101	0.2101	3, 783	47, 697.79	I-11 bit. conc. pavt., PCC base wid., C & G
Champaign Champaign	102 103	0.2000 0.0770	2, 816 1, 200	<sup>2</sup> 27, 763. 70 7, 513. 19	PCC pavt., C & G Oiled earth surf., PCC intersec- tions
Chenoa Chester	12-S 14	1.3835 0.4941	14, 166 9, 870	7, 069.70 68, 789.35	A-3 bit. surf. treat. A-3 bit. surf. treat., gr. or er. st base, C & G
Chicago	8 secs. 4 secs.			<sup>1</sup> 1, 393, 162.50 1, 911, 593.14	Sewer system Repair & reconstruction of conc
Chicago	1 sec. 1 sec.			2, 939, 701.50 560, 604.00	C, C & G, sidewalks Street lighting Changing from DC to AC on
Chicago	3 secs. 2 secs.			23, 277, 20 108, 108, 60	ing and reconstruction of
Chicago	10 secs. 2 secs.	13.3469 1.7936	357, 164 6, 870	<sup>1</sup> 541, 625. 52 162, 580. 80	PCC median w/some I-11 bit conc. pavt., PCC base cse
Chicago	6 secs.	5.9676	158, 466	1, 108, 100.10	wid., Č & G I-11 bit. conc. pavt., PCC base wid., C & G
ChicagoChicago	4 secs. 1 sec.	$9.9070 \\ 0.1256$	213, 249 3, 501	<sup>1</sup> 380, 604. 60 <sup>1</sup> 29, 918. 00	I-11 bit. conc. pavt., C & G I-11 bit. conc. pavt., gr. or er st. base, C & G
Chicago Chicago	6 secs. 6 secs.	6.4962 4.8296	210, 695 123, 608	<sup>1</sup> 372, 300.96 419, 890.81	I-11 bit. conc. pavt., PCC median I-11 bit. conc. pavt., PCC wid. PCC median, C & G
ChicagoChicago	6 secs. 1 sec.			<sup>4</sup> 552, 804.00 <sup>4</sup> 383, 279.00	Building removal Pumping station
Chicago Chicago	1 sec.			24, 111.00	Traffic control signals
Chicago	1 sec. 1 sec.	0.3429	38, 465	<sup>4</sup> 320, 240.00 <sup>4</sup> 2, 083, 530.75	Ramp structure PCC pavt., C & G, ramp
Chicago	3 secs.		1 /	44, 038, 022, 50	Fabrication & delivery of struct steel for grade separation
Chicago	1 sec.			44, 073, 919.20	struct. Substructure for grade separation struct.

TABLE 61.—Continued.

Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Туре
Chicago	1 sec.			45, 737, 281.00	Substructure for underpass
Chicago	1 sec.		~~~~~~	4563, 494.25	N & S approach span for (exist. bridge) cont. WF steel beam,
Chicago	1 sec.			4606, 196.90	RC substruct. & deck Retaining walls, embankment
Chicago	2 secs.			4930, 061.64	for track relocation 2 bridges, highway grade separa- tion
Chicago Heights	42 44	0.2909	5, 300	14, 376.90 31, 080.70	Traffic control signals I-11 bit. conc. pavt., new, strengthened & wid., gr. or cr.
Chicago Heights	46	0.3570	7, 727	57, 234.95	st. base, C & G I-11 bit. conc. pavt., gr. or cr. st., C & G
Chicago Heights	47	0.1184	3, 000	24, 556.70	I-11 bit. conc. pavt., PCC base wid., C & G
Chicago Heights Chicago Heights	50 51 52	0.1661	4, 182	6, 165.31 17, 882.70 29, 887.58	Traffic control signals 72"x44" CMP arch ext. I-11 bit. conc. payt PCC base
Chicago Heights	53	0.6053	10, 910	63, 206.90	wid., C & G I-11 bit. conc. pavt., gr. or cr. _st. base, C & G
Chicago Heights	54	0.0977	1, 605	9, 773.35	B-4 bit. surf., gr. or cr. st. base, C & G
Chicago Ridge	3	1.9812	39, 030	242, 403.05	C-2 mod. bit. surf., cse., WB mac., mod., C & G
Christopher	7	0.0409	1,000	13, 318.35	I-11 bit. conc. pavt., PCC base cse. wid., C & G
Christopher	8	0.2409	5, 809	56, 053.10	I-11 bit. conc. pavt., PCC base cse. wid., C & G, street lighting
Cicero	82	0.8253	19, 273	157, 477.00	I-11 bit. conc. pavt., PCC pavt. wid., C & G
Coal City	9	0.9002	12, 355	21, 014.44	A-3 bit. surf. treat., strengthened gr. or cr. st.
Colfax Collinsville	11-S 12 22	0.1646 0.2961	1, 984 1, 900	1, 214.66 9, 101.85 35, 618.00	A-3 bit. surf. treat.
CornellCrete	13	0.1540 0.2244	3, 692 4, 364	2, 836.60 25, 539.25	I-11 bit. conc. pavt. B-5 bit. surf., gr. or cr. st. base, C & G
Crystal Lake Dalzell	23 5	1.2410 0.1068	22, 209 1, 516	24, 763.95 9, 260.10	
Danville Danville Danville Decatur	64 67 69 93	$\begin{array}{c} 0.3809 \\ 0.9748 \\ 0.2549 \\ 0.4950 \end{array}$	6, 948 18, 472 5, 999 12, 225	16, 450.74 34, 099.72 12, 646.88 223, 673.10	I-11 bit. conc. pavt. I-11 bit. conc. pavt. I-11 bit. conc. pavt. PCC, pavt., C & G, remodel garage
Decatur Deerfield	93-S 7	0.4877 0.1037	12, 214 914	19, 667.80 3, 518.60	I-ii bit. conc. pavt. B-5 bit. surf., WB mac. & gr. or cr. st.
DeKalb	26	0.3858	8, 208	44, 928.15	I-11 bit. conc. pavt., gr. or cr. st. base wid., C & G
DeKalb	29	0.1087	2, 300	10, 087.65	I-11 bit. conc. pavt., gran. base, C & G
Des Plaines Des Plaines Des Plaines	28 30 33	0.5233	6, 230	17, 310.25 245, 128.00 4, 382.50	A-3 bit. surf. treat., strength-
Des Plaines	34	0.0359	360	1, 728.00	
Des Plaines	35	0.2291	4, 363	14, 988.85	wid. I-11 bit. conc. pavt., new & wid. WB mac., C & G
Des Plaines Divernon Dolton	36 1 18	0.2311 0.2655 0.4794	4, 609 9, 475 5, 833	5, 934.70 316, 262.13 34, 978.50	I-11 bit. conc. pavt. A-3 mod. bit. surf. treat., C & G I-11 bit. conc. pavt., gr. or cr. st.
Dolton	19	2.0667	61, 574	1207, 591.09	base w/base cse. wid. C & G I-11 bit. conc. pavt., gr. or cr. st. base
Downers Grove	20	0.8858	20, 970	134, 861.84	
Downers Grove	23-B			10, 931.15	<u> </u>
Dupo	6	0.2432	5, 300	17, 627.90	

TABLE 61.—Continued.

Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Туре
Duquoin	20	0.3030	5, 333	39, 848.03	A-3 bit. surf. treat., gr. or er. st
Durand	6-S	0.1678	3, 666	11, 811.70	base, C & G A-3 bit. surf. treat., gr. or cr. st.
Dwight	12	0.1645	2, 836	19, 518.76	B-4 mod. bit. surf., gr. or cr. st.
East Alton	18	0.0295	190	2, 774.25	base, C & G PCC pavt. wid., conc. C
East Moline East Peoria	30 33	0.4736	11, 404	131, 395.73 7, 374.66	PCC pavt., monolithic C Traffic control signals
East PeoriaEast Peoria	35 37	0.3500	6, 761	8, 295, 50 29, 068, 82	Storm sewer inlets, manholes B-5 bit. surf., gr. or cr. st. base
East Peoria East St. Louis	38 64	1.2748	26, 700	28, 027. 95 19, 567. 60	I-11 bit. conc. pavt. Storm sewers, removal & re-
East St. Louis	74	0.4727	13, 849	272, 827.78	PCC pavt. separation by 4 me
East St. Louis Effingham	78 17	0.0718	1, 663	5, 995, 56 11, 565, 05	Traffic control signals A-3 bit. surf. treat., gr. or cr. st
Effingham	18	0.1322	2, 582	21, 396.85	A-3 bit. surf. treat., gr. or cr. st
Effingham	19	0.2350	5, 337	10, 173.10	C & G I-11 bit. conc. pavt.
Elgin	48	2,5279	46, 154	49, 012.23	B-4 mod. bit. surf., cse.
Elgin	51-TL 52-TL			7, 229.08 3, 996.38	Traffic control signals Traffic control signals
Elgin	53-TL			3, 802.47	Traffic control signals
ElginElmhurst	56 52	2.4377 0.1534	46, 624 4, 917	45, 819.71 <sup>2</sup> 76, 632.90	B-5 mod. bit. surf., ese. I-11 bit. conc. pavt., PCC base
Elmhurst	55	0.1273	2, 309	<sup>2</sup> 14, 892.75	I-11 bit. conc. payt., gr. or cr.
ElmhurstElmhurst	56 57	0.1244 0.9343	4, 018 19, 792	10, 316.50 2101, 654.87	st. base, C & G I-11 bit. conc. pavt. I-11 bit. conc. pavt., WB7mac.
Elmhurst	58	0.3324	5, 535	18, 059.85	wid., C & G I-11 bit. conc. pavt., PCC curb
Elmhurst	59-TL 60	0.9504	13, 556	1, 919.60	Traffic control signals I-11 bit. conc. pavt.
EurekaEvanston	12-S 54	0.6017 0.7750	10, 597 14, 815	4, 119, 49 107, 360, 00	A-3 bit. surf. treat. I-11 bit. conc. pavt., PCC base
Evanston	55			26, 900, 20	wid., C & G Removal & relocating of light-
Evergreen Park	21	0.4956	11, 777	104, 056.60	I-11 bit. conc. pavt., WB mac.
Evergreen Park	22			10, 459.68	wid., C & G Traffic control signals
Flossmoor	8	0.1180	2, 015	12, 876. 55	B-4 bit. surf. cse., gr. or cr. st. base, C & G
Forest View	36 2	0.2065	3, 982	9, 331.60 116, 739.84	Street lighting system I-11 bit. conc. pavt., gr. or cr. st. base, C & G
Forreston	7	0.2265	2, 924	3, 043.02	Gr. or cr. st. surf.
Fox River Grove	7-S 5	0.2265 0.0299	2, 712 740	1, 505.47 5, 376.70	A-3 bit. surf. treat. B-4 bit. surf. cse., gr. or cr. st., C & G
Franklin Park	13			11, 435.90	Traffic control signals
Franklin Park Freeport	14 32	0.6825	16, 156	14, 739.13 75, 635.95	Traffic control signals J-2 sheet asph. pavt.
Freeport	33-TL	0.0828	10, 130	13, 373.25	Traffic control signals
GalenaGalesburg	10	0.9710	19, 278	$^{2}90,076.95$	I-11 bit. conc. pavt., C & G
Galesburg	63-2 73	$\begin{bmatrix} 0.7146 \\ 0.4373 \end{bmatrix}$	13, 800 6, 699	29, 131.33 18, 607.70	I-11 bit. conc. pavt. I-11 bit. conc. pavt.
Galva Geneva	12 21	0.3449	7, 014	17, 158.50	I-11 bit. conc. pavt.
Geneva	23	0.3942	8, 129	56, 043 . 25 7, 095 . 33	A-3 bit. surf. treat., gr. or cr. st. base, C & G
				·	C & G, PCC sidewalk, J-2 sheet asph. pavt.
Glencoe	5 5	0.0885	2, 741	3, 900.99 38, 485.90	Storm sewer system outlet I-11 bit. conc. pavt., gr. or cr.
Glen Ellyn Glen Ellyn	22 23	0.3763 0.2869	5, 037 4, 539	6, 360.00 25, 979.80	st. base I-11 bit. conc. pavt. I-11 bit. conc. pavt., gr. or cr.
Glen Ellyn	24	0.1335	2, 250	10, 146.85	st. base, C & G I-11 bit. conc. pavt., binder cse., gr. or er. st. base cse. wid., C
Glenview	17 18	0.0778 0.3016	1, 650 5, 910	21, 345.20 39, 229.60	& G PCC pavt., C & G I-11 bit. conc. pavt., WB mac., C & G

TABLE 61.—Continued.

Municipality	Section (C. S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Glenwood	. 8	0.2011	2, 450	10, 651.15	
Grafton	. 6	0.1641	2, 100	14, 530.00	hase A-3 bit. surf. treat., gr. or cr. st.
Granville Grays Lake Green Rock	.] 6	0.3225 0.2528 0.5848	34, 060 8, 175 7, 109	2, 252.66 114, 954.48 18, 796.11	base & subbase Gr. or cr. st. surf. I-11 bit. conc. pavt., C & G A-3 bit. surf. treat., gr. or cr. st.
Green Valley	5	2.2770	28, 817	39, 977.86	base cse. A-3 bit. surf. treat., strength-
Hampshire	5	0.3324	8, 493	119, 210, 96	ened gr. or cr. st. base A-2 bit, surf, treat, gr. or cr. st.
Harrisburg Harvard	20 14	0.3731 0.1783	5, 062 3, 067	59, 691.70 8, 428.37	base, C & G I-11 bit. conc. pavt., C & G B-3 bit. surf. cse., gr. or cr. st.
Harvey	25	0.4255	7, 625	24, 528, 20	base WB mac. base cse., C & G
HarveyHarvey	44 45	$0.3610 \\ 4.1966$	3, 850 49, 532	27, 071, 28 10, 044, 85	D-1 bit. surf. cse., WB mac. base A-1 bit. surf. treat., bit. patch-
Harvey	46	0.9447	32,600	48, 891.40	C-2 mod, bit, surf., WB mac
Havana	16	0.3042	6, 808	22, 520.75	B-4 bit. surf., gr. or cr. st. base.
Hazel Crest	8	0.7322	10, 950	61, 134, 85	C & G, storm sewers C-2 mod. bit. surf., gr. or cr. st.
Hazel Crest	9	1, 4271	318, 025	41, 285.75	base, C & G A-3 bit. surf. treat., gr. or cr. st. base
Henry	6	0.2474	2, 302	4, 871.93	A-3 bit. surf. treat., gr. or cr. st.
Herrin	18			6, 961, 00	C & G, conc. C Storm sewer reconstruction, PCC pavt. wid.
HerscherHerscher	5-S 6	0.1231 0.1306	1, 300 1, 380	835.40 1,946.25	A-3 bit. surf. treat. A-3 bit. surf. treat., strengthened gr. or cr. st.
Highland Highland Park Highwood	10 22 18	$\begin{array}{c} 0.2877 \\ 0.3329 \\ 0.1632 \end{array}$	3, 140 10, 750 336	38, 143. 58 17, 144. 65 9, 244. 10	PCC pavt. wid., C & G I-11 bit. conc. pavt. PCC pavt. wid., conc. C, side- walk
Hinckley	2	0.3174	3, 874	4, 945, 15	Bit. rd. mix surf., gr. or cr. st.
Hometown	5	0.1224	1, 290	12, 304.50	I-11 bit. conc. pavt., WB mac., gran. subbase, C & G
Homewood	18 21	0.0504	1, 200	9, 532, 25 4, 931, 40	I-11 bit. conc. pavt., median, C Traffic control signals
Homewood Hoopeston Hoopeston	22 18	0.5023 0.3699 0.3590	6, 500 1, 730 8, 114	27, 866.70 30, 501.00 19, 043.50	A-3 bit. surf. treat., gr. or cr. st. PCC base cse. wid., C & G I-11 bit. conc. pavt., PCC base cse.
Hudson_ Huntley Island Lake Island Lake	7	0.4113 0.2439 0.2083	3, 975 3, 148 2, 689	2, 184.10 4, 144.66 4, 153.32 945.00	Gr. or cr. st. surf. B-4 bit. surf. Gr. or cr. st., Ty. A Storm sewer outlet
Island Lake Jacksonville	5	0.0083 0.2235	88 5, 865	5, 060.75 <sup>2</sup> 20, 163.05	CMPPA, cr. st. approach I-11 bit. conc. payt., gutter
Jacksonville	33	0.4471	11, 350	<sup>2</sup> 62, 805. 50	flags, street lighting I-11 bit. conc. pavt., street
Jacksonville	34-TL			5, 976.32	lighting Traffic control signals & street lighting
JolietJoliet	82-I <sub>2</sub> 84			18, 086.88 5, 192.55	Street lighting Traffic control signals
Joliet Justice	88 2	1.6025 0.2504	45, 200 3, 240	90, 050, 15	I-11 bit conc. pavt. A-3 bit. surf. treat., soil-cement base
Kankakee_ Kankakee_ Kankakee_ Kankakee Kankakee Kewanee_	127 130	0.3102 1.4672 0.4691 0.1443 0.2337 0.8383	5, 854 27, 825 7, 168 3, 929 4, 493 15, 774		A-3 bit. surf. treat., gr. or cr. st. A-3 bit. surf. treat., gr. or cr. st. B-4 mod. bit. surf., gr. or cr. st. I-11 bit. conc. pavt. A-3 bit. surf. treat., gr. or cr. st. B-4 mod. bit. surf., gr. or cr. st. C & G
Kewanee Kewanee Lacon Lacon	37 38 7-S 8	0.2250 0.4146 0.2646 0.0828	4, 719 6, 296 4, 500 1, 484		I-11 bit. conc. pavt. B-4 mod. bit. surf., gr. or cr. st. A-3 bit. surf. treat. A-3 bit. surf. treat.

TABLE 61.—Continued.

			7	Tunided.	
Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
LaGrange LaGrange LaGrange Park Lake Forest Lake Zurich Lanark	22 27 17 17 7-SS	0.1367	3, 920	14, 836. 83 2, 511. 10 2, 010.00 8, 674. 32 113, 338.00 25, 862. 90	Traffic control signals Traffic control signals I-11 bit. conc. pavt. Storm sewers A-3 bit. surf. treat., gr. or cr. st.
Lansing	17.1	0.0645	1, 907	19, 160.30	base, C & G C-2 bit. surf., gr. or cr. st. base, center median, C & G, storm
Lansing	18.1	0.1136	1,777	7, 599.75	C-2 mod. bit. surf., gr. or cr. st. base
LaSalle Lee Lemont LeRoy Libertyville Lincoln Lincoln	16 1-1 12, 2 11-S 6-L 32-RS 32-W	0.3301 0.6894 0.1619 0.3738 0.3738	10, 269 16, 000 1, 848 7, 239 717	28, 186, 08 6, 210, 52 52, 181, 10 1, 213, 33 78, 278, 80 13, 486, 62 13, 963, 38	I-11 bit. conc. pavt. C & G I-11 bit. conc. pavt. A-3 bit. surf. treat. Street lighting I-11 bit. conc. pavt. PCC base cse. wid., conc. C,
Lisbon Lisle Lockport Loraine Loves Park	1 1 20-TL 3 5	0.1292 0.0697 1.4863 0.6410	1, 364 1, 045 1, 575 6, 943	14, 165.80 4, 223.45 7, 936.55 12, 998.80 13, 337.24	PCC sidewalk, storm sewers A-1 bit. surf. treat., gr. or cr. st. A-3 bit. surf. treat., gr. or cr. st. Traffic control signals Gr. or cr. st. surf. A-3 bit. surf. treat., gr. or cr. st. base
Lyons	17	0.7242	10, 098	274, 868, 25	I-11 bit. conc. pavt., WB mac. base cse., C & G
Lyons	17.1	0.2794	0	<sup>2</sup> 22, 340, 45	I-11 bit. conc. pavt., WB mac. base cse., C & G
Macomb.	31	0.1509	1, 682	211, 590, 50	B-4 bit. surf., gr. or cr. st. base, C & G
Macomb Madison Madison Madison Madison Malta	32 18 20 23 2	0.5002 0.0514 0.0882	1, 042 966 2, 996	132, 628.00 16, 029.53 2, 261.52 1, 699.75 4, 623.50	Storm sewers PCC pavt., conc. C Traffic control signals Graded earth surf., C & G B-4 mod. bit. surf., strengthened gr. or cr. st.
Manteno	14	0.1843	2, 032	1, 586, 40	A-3 bit. surf. treat., gr. or cr. st. base
Maple Park	4 8 15-Q	0.3095 0.5165 0.3686	4, 000 6, 150 7, 848	9, 193, 10 5, 355, 00 71, 438, 10	Gr. or cr. st. surf. Gr. or cr. st. surf. I-11 bit. conc. pavt., gr. or cr. st., C & G
Marion Markham Markham Marseilles	17-TL 11 12 15	0.4709	8, 193	4, 891, 20 13, 629, 30 2, 313, 50 42, 437, 00	Traffic control signals Traffic control signals Traffic control signals B-4 bit. surf., gr. or cr. st. base, C & G
Marshall	23	0.1259	590	11, 454-40	A-3 bit. surf. treat., gr. or cr. st. base cse., C & G, PCC payt.
Mattoon	30	0.1168	3, 570	14, 797.56	I-11 bit. conc. pavt., PCC base wid., C & G
Mattoon	33	0.2609	5, 695	38, 340.03	I-11 bit. conc. pavt., PCC base wid., C & G, integ. C
Mattoon	38	0.4393	10, 335	269, 184, 08	I-11 bit. conc. pavt., soil-cement base, C& G
Mattoon	39 35 38 40 4 1-T 7-TL	0.0573 2.1881 2.0479 0.3354 0.2024	584 29, 525 30, 745 4, 720 2, 800 14, 400	7, 227, 75 133, 887, 40 41, 990, 97 169, 462, 98 4, 137, 00 1, 596, 70 3, 148, 03 34, 185, 47	PCC wid., integral C I-11 bit. conc. pavt., C & G Street lighting I-11 bit. conc. pavt. Gr. or cr. st. surf. cse., Ty A A-3 mod. bit. surf. treat. Traffic control signals I-11 bit. conc. pavt., WB mac.
Melvin	1	0.0801	3, 032	8, 815.88	wid., C & G A-3 bit. surf. treat., gr. or cr. st.,
Mendota	20	0.1337	3, 210	32, 743.00	C & G A-3 bit. surf. treat., gr. or cr. st.,
Merrionette Park Metamora Metamora Milan Milford Minonk Moline Moline	4 10-S-3 12-S 8-S 14 13-S 60 64	1.1496 0.1366 0.1295 0.1800 0.4095 0.7430 2.1175 0.4313	15, 987 1, 638 1, 552 2, 915 10, 809 14, 797 52, 700 10, 860	31, 700, 22 8, 287, 40	C & G, sewers C-2 mod. bit. surf. cse. A-3 bit. surf. treat. A-3 bit. surf. treat. A-3 bit. surf. treat. I-11 bit. conc. pavt. A-3 & A-3 mod. bit. surf. treat. I-11 bit. conc. pavt., PCC wid. PCC pavt. integ. C, C & G

TABLE 61.—Continued.

Municipality	Section (C. S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Momence	18	0.2341	2, 305	2, 952.25	A-3 bit. surf. treat., strength-
Morris	29-B			117, 978.26	ened gr. or cr. st. Pre-cast RC slab bridge, ap-
Morris	30	0.2253	3, 870	19, 473.87	proaches A-3 bit. surf. treat., gr. or cr. st.,
Morrison Morton	11-T L 12	0.8015	5, 371	6, 265.21 279, 587.91	C & G Traffic control signals I-11 bit. conc. pavt., PCC base
Morton	16	0.3072	6, 127	<sup>2</sup> 14, 812.70	wid., C & G B-5 bit. surf., strengthened gr.
Morton	18	0.9456	16, 685	<sup>2</sup> 61, 996, 55	or cr. st., C & G B-5 bit. surf., gr. or cr. st. base,
Morton	19	0.2936	5, 511	12, 959.66	C & G B-4 mod. bit. surf., strength-
Morton	20	0.4034	7, 534	29, 579.66	ened gr. or cr. st. B-5 bit. surf., gr. or cr. st., C &
Morton	21	0.2951	5, 560	2, 929, 54	B-4 mod. bit. surf., strength
Morton Grove Morton Grove Mounds	11 12 3	0.3487	6, 761	10, 624.30 24, 545.65 45, 559.45	ened gr. or cr. st. Traffic control signals Traffic control signals A-3 bit. surf. treat., gr. or cr. st.
Mt. Carmel Mt. Carmel Mt. Carmel Mt. Prospect	22 23 24 13	0.0890 0.1964 0.4660 0.4861	1, 484 4, 903 8, 130 7, 673	14, 872, 10 <sup>2</sup> 52, 376, 13 <sup>2</sup> 87, 062, 50 16, 752, 71	C & G PCC pavt., C & G PCC pavt., C & G PCC pavt., C & G I-11 bit. conc. pavt., WB mac.,
Mt. Vernon	40	0.2352	7, 947	62, 688.40	C & G I-11 bit. conc. payt., PCC base
Mundelein Murphysboro Murphysboro	5 16-TL 18	1.1917	12, 980	27, 669, 60 10, 966, 79 11, 998, 70	wid., C & G B-5 bit. surf. Traffic control signals Storm sewers, PCC base & C
NilesNormal	$\begin{array}{c} 9.2 \\ 36 \end{array}$	2.8686 0.1119	51, 296 2, 627	233, 411, 56 7, 805, 50	Gr. or cr. st., PCC sidewalk, drainage structure
Northbrook	37 15	0.3085 0.2796	6, 245 6, 500	29, 638.72 66, 710.83	Gr. or cr. st. base wid., C & G I-11 bit. conc. pavt., WB mac., C & G
Northbrook	16			37, 868.00	RC bridge & wing walls, walk- ways, handrails, borrow excav.
Northbrook	17			74, 022.10	Conc. rigid frame bridge, pumping station
Northbrook Northbrook Northbrook	18 19 20	0.1337 0.0704	3, 100 1, 721	143, 519.40 37, 634.90 14, 279.85	Steel beam RR bridge PCC pavt., C & G I-11 bit. conc. pavt., WB mac., C & G
North Pekin	6	0.2197	3, 698	<sup>2</sup> 16, 761.98	B-4 mod. bit. surf., gr. or cr. st., C & G
North Pekin Oak Forest Oakland	3 9			2, 826, 56 3, 998, 40 4, 568, 88	Traffic control signals PCC sidewalk, pipe handrail Street lighting
Oakland Oak Lawn	10 17	0.8631	138, 837	2, 588.50 95, 774.50	Storm sewers I-11 bit. conc. pavt., WB mac., C & G
Oak Lawn	19			19, 683.50	RC box culvert, gr. or cr. st. approaches
Oak Park	94	1.2519	36, 785	1148, 105, 60	I-î1 bit. conc. pavt., new & wid. PCC base
Oak Park Oak Park	96 98	0.4460	1,055	58, 567, 50 34, 060, 50	PCC pavt. wid., C & G C & G, sidewalks
Oak Park_ Oglesby	99 7	$0.4951 \\ 0.4563$	8, 636 10, 114	27, 654.10 92, 505.45	I-11 bit. conc. pavt. PCC pavt., C & G
Oregon	13 14-SS	0.0624	1, 980	6, 154.70 52, 271.90	Gr. or cr. st. surf., C & G Storm sewers
Ottawa	55			8, 470.50	Traffic control signals
Ottawa	56	0.0334	471	11, 291.85	Install. CMP, A-3 bit. surf. treat., gr. or cr. st. base
Ottawa	57	2.2704	28, 284	54, 314. 16	A-3 bit. surf. treat., B-4 bit. surf., I-11 bit. conc. pavt., gr. base wid.
Palatine	10	0.6706	10, 345	56, 081.10	I-11 bit. conc. pavt., soil-cement, strengthened & wid., gr. or cr. st., C & G
Palos Park	3	0.7741	9, 300	40, 093.01	A-3 bit. surf. treat., strengthened WB mac.
Pana	14	0.3160	8, 482	39, 519.65	I-11 bit. conc. pavt., PCC base wid., conc. C
Pana	16	0.2507	6, 727	54, 846.40	I-11 bit. conc. pavt., PCC base wid., conc. C

TABLE 61.—Continued.

Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Papineau	2	0.4920	6, 966	2, 885.70	A-1, A-2 mod. bit. surf. treat.,
Park Forest Park Forest	11 12	1.6269 0.2792	31, 990 4, 189	55, 165.10 3, 589.65	strengthened gr. or cr. st. base C-2 mod. bit. surface cse. C-2 mod. bit. surf. cse.
Park Ridge	$\begin{array}{c} 34 \\ 35 \end{array}$	1.3782	22, 161	125, 435.75 34, 240.33	Traffic control signals I-11 bit. conc. payt., WB mac
Paxton	18	0.1851	4, 262	25, 912.18	C & G I-11 bit. conc. pavt., gr. or cr.
Pearl CityPekin	6-S 56	0.2308 2.1787	4, 356 37, 445	3, 241.40 142, 149.45	st. wid., C & G A-3 bit. surf. treat. B-4 mod. bit. surf., gr. or cr. st., C & G
Peoria Peoria Peoria Heights	90-TL 91-TL 92-TL 38	0.5202	8, 600	6, 578. 23 6, 149. 52 5, 886. 68 245, 367. 82	Traffic control signals Traffic control signals Traffic control signals B-4 bit. surf., gr. or cr. st., C &
PeotonePeru	9	0.2936 1.0873	3, 774 11, 214	6, 498.25 111, 048.65	B-5 mod. bit. surf. A-3 bit. surf. treat., B-4 bit. surf., strengthened gr. or cr.
Pinckneyville	9	0.2177	3, 358	30, 779.25	st. I-11 bit. con. pavt., A-3 bit. surf. treat., New & wid. gr. or cr.
Piper City	4	0.1725	5, 668	13, 989.27	st., C & G I-11 bit. conc. pavt., PCC pavt. wid.
Pleasant Hill	5	0.1528	4, 326	26, 634.96	A-3 bit. surf. treat., gr. or cr. st., C & G
Pontiac	32	0.2920	4, 688	116, 666.97	B-4 mod. bit. surf., gr. or cr. st., C & G
Princeton	20			11, 655.10	Drainage facilities, sidewalks, C & G
PrincetonQuincy	22 91-1 102	0.3606	8, 383	6, 347.05 4, 321.05 59, 750.30	C & G Storm sewers I-11 bit. conc. payt., gr. or cr. st.
Quincy	108	0.6288	16, 765	1146, 255.11	wid., C & G I-11 bit. conc. pavt., strength-
Rantoul	14	0.4761	15, 372	156, 745.75	ened gr. or cr. st., C & G I-11 bit. conc. pavt., new & wid. PCC pavt., C & G, bit. conc. C
Rapids City	6	0.0915	1, 074	6, 485.65	Gr. or cr. st. surf. Gr. or cr. st. surf.
Reddick Ridott	$\frac{3}{4}$	0.1458 0.3311	2, 087 4, 591	2, 176.00 17, 141.15	A-3 bit. surf. treat., gr. or cr. st., bit. conc. C
Riverdale	17	0.5587	. ' 8, 522	34, 594.40	C-2 mod. bit. surf. cse., gr. or cr. st., bit. conc. C, drainage facilities
Riverdale	18	0.5630	7, 685	22, 562.35	C-2 mod. bit. surf. cse., gr. or er. st. wid.
River Forest River Forest Rochelle	20 21 18-2	1.4125	28, 755	84, 641.05 21, 496.80 155, 586.20	Street lighting Removal & replacement C & G B-4 bit. surf., gr. or cr. st. C &
Rock CityRock Falls	5 25	0.1459 0.4970	5, 550 8, 698	4, 584.05 242, 202.55	B-1 mod. bit. surf. Gr. or cr. st. surf., C & G, storm
Rock Falls Rock Falls Rockford Rockford Rockford	26 29 135 148 149	0.2457 0.3938 0.1093 0.3142 1.0238	5, 605 7, 095 4, 172 7, 145 28, 954	<sup>2</sup> 17, 399.95 <sup>2</sup> 31, 797.75 80, 366.94 21, 613.60 285, 481.47	sewers Gr. or cr. st. surf., C & G Gr. or cr. st. surf., C & G PCC pavt. C & G I-11 bit. conc. pavt. B-4 mod. bit. surf., sheet asph.,
Rockford	150	0.3648	6, 501	<sup>2</sup> 12, 315.14	PCC pavt. B-4 bit. surf., gr. or cr. st., C &
RockfordRockfordRolling MeadowsRolling MeadowsRoxana	153-TL 154 3 4 4	0.9122 0.4284 0.5208 2.3040	13, 012 9, 260 9, 755 39, 347	20, 975.80 33, 477.75 7, 450.00 12, 781.50 151, 526.71	J-1 or J-2 sheet asph. pavt. I-11 bit. conc. pavt. I-11 bit. conc. pavt., WB mac. Bit. rd. mix earth mat type, C
Rushville	9	0.3468	5, 852	42, 027.50	& G A-3 bit. surf. treat., gr. or cr. st.
SaybrookSenecaSheldon	7-S 4 4	0.1286 0.1083 0.4313	1, 358 875 10, 148	952.50 9, 935.11 37, 595.49	

TABLE 61.—Continued.

		TABLE	61.—Conti		
Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Sidney Silvis Silvis Skokie	5 9-TL 10 20	0.0728 0.0516 1.7121	394 1, 293 55, 633	5, 854.99	PCC pavt. wid., conc. C Traffic control signals PCC pavt., monolithic C I-11 bit. conc. pavt., PCC base wid., C & G
Skokie South Elgin	21 5	0.9229	12, 865	,	Street lighting A-1, 2, 3 bit. surf. treat., bit. rd. mix gr. or cr. st. base, C & G
South Holland	10	0.0581	870	67, 409.95	Prestressed conc. bridge deck C-2 mod. bit. surf. ese., gr. or cr. st. base
South Holland	11.1 11.2	2.4108	45, 111	50, 294.46 214, 306.75	Storm sewer C-2 mod. bit. surf. ese., new & wid. gr. or cr. st.
Sparland	5	0.0733	491	11, 592.03	A-3 bit. surf. treat., gr. or cr. st., C & G
SpringfieldSpringfield	111 119	0.4042 0.2237	8, 400 8, 328	<sup>2</sup> 126, 698.15 <sup>2</sup> 63, 436.22	PCC pavt., C & G I-11 bit. conc. pavt., PCC base wid., conc. C
Springfield	121	0.6125	18, 817	286, 155.24	I-11 bit. conc. pavt., PCC base wid., conc. C
Springfield	122	0.7513	21, 598	2129, 620.88	I-11 bit. conc. pavt., gr. or cr. st., PCC base wid.
SpringfieldSpring GroveSpring GroveSt. David	- 3	$\begin{array}{c} 0.3756 \\ 0.4848 \\ 0.5742 \\ 0.0796 \end{array}$	11, 887 5, 820 7, 015 1, 402	<sup>2</sup> 29, 986.76 3, 541.50 2, 772.20 4, 540.00	I-11 bit. conc. pavt. A-3 bit. surf. treat. A-1, A-3 mod. bit. surf. treat. Gr. or cr.st. surf. C & G, storm sewer, PCC side-
Staunton				20, 288.05	walk
StauntonSterling		0.2387 0.8318	7, 384 16, 277	9, 776.50 34, 511.65	l-11 bit. conc. pavt., gr. or cr. st. base
SterlingStreatorSycamoreTaylorville	16 24	$\begin{array}{c} 0.5211 \\ 0.2573 \\ 0.4425 \\ 1.4842 \end{array}$	10, 661 7, 475 2, 374 30, 953	25, 590.45 55, 978.11 47, 330.10 208, 212.33	PCC pavt. wid., C & G I-11 bit. conc. pavt., C & G I-11 bit. conc. pavt., PCC base wid., C & G
ThayerThornton	- 4-B	1.2983	22, 314	4, 961.60 13, 331.25	treat.
Tilton	11	0.4750	4, 636	9, 540.12	er. st. base
TroyUrbana	7	0.0525 0.2527		3, 875.00 263, 782.40	PCC pavt., C & G, street light- ing
UrbanaVandalia	93 21	0.6024 0.2242		18, 781.25 27, 408.15	9 A-3 bit. surf. treat., soil cement, C & G
Venice	17	0.5820	10, 912	38, 216.5	mac. surf.
Venice	18	0.8636	16, 190	44, 917.2	treat., gr. or cr. st. base
Villa Park	18	1.3945	21, 514	112, 462.5	B-4 mod. bit. surf., WB mac.
Walnut	11	0.4489	10, 570	7, 496.0	Bit. rd. mix surf., earth mat type, A-1 bit. surf. treat., PCC
Washburn	13	1.233	7 12, 565	13, 160.0	A-1, A-3 bit. surf. treat., gr. or
Washington		0.721	2 14, 726	267, 648.5	1 1 1 1 f om om of
Washington	23	0.082	6 1,604	210, 254.	70 B-4 mod. bit. surf., gr. or cr. st.
Washington	24	0.134	7 2, 305	210, 778.	B-4 mod. bit. surf., gr. or cr. st. C & G. storm sewers
Washington		0.237	5 4,046	214, 974.	B-4 mod. bit. surf., gr. or cr. st. C & G, conc. C
Washington	28	0.539	8, 900	12, 468. 3, 618.	42 B-4 mod. bit. surf.
Waterloo Wauconda	$\begin{array}{c c} & 11 \\ \hline 2-T & \end{array}$	0.242	4, 930		10 B-4 bit. surf.
Waukegan	77-1L			11, 300.	30 Street lighting
Waukegan	93	0.988 0.374		30, 905. 6, 120.	60 A-3 bit. surf. treat., strength
West Chicago		0.320			ened gr. or cr. st.
West Dundee	17	0.20	68 4, 830	6, 359.	

TABLE 61.—Concluded.

Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Western Springs	19	0.3134	6, 620	30, 855.70	I-11 bit. conc. pavt., new & wid. PCC base, C & G
Western Springs	20			14, 836, 82	Traffic control signals
Westmont	15	0.4994	12, 150	18, 193, 10	I-11 bit. cone. payt.
Wheaton	24	0.3225	5, 972	11, 451, 25	J-1 or J-2 sheet asph. surf.
Wheaton	27	0.2502	4, 654	9, 450.45	J-1 sheet asph. surf., C & G
Wheaton	28-TL			7, 396.11	Traffic control signals
Wheaton	29	0.2844	6, 286	52, 566, 80	J-2 sheet asph. surf., gr. or cr. st. base wid., C & G
Wilmette	29	0.0479	1, 310	27, 852.48	I-11 bit. conc. pavt., WB mac., C & G, traffic control signals, street lighting
Wilmette	30	0.4941	11, 818	66, 139. 25	I-11 bit. conc. pavt., strengthened WB mac. C & G
Wilmette	31			13, 956.05	Street lighting
Winchester	7	0.2670	5, 890	25, 630.22	A-3 bit. surf. treat., gr. or cr. st., C & G
Winnetka	25	0.6420	9, 480	11, 442.83	I-11 bit. cone. payt.
Winslow	4-1	0.2322	4, 025	10, 840.50	Gr. or cr. st. surf., C & G
Winthrop Harbor	4-T	1.0870	17, 643	12, 017.71	A-3 bit. surf. treat.
Wood Dale	2	0.1697	2, 808	14, 723.40	WB mac. base cse., earth chan- nelization island, conc. curb
Wood River	20			4, 768.70	Traffic control signals
Woodstock	26	0.4526	7, 619	11, 570.25	B-4 mod. bit. surf.
Woodstock	28	0.3064	5, 215	9, 625.02	B-4 mod. bit. surf.
Worth	4			2, 082.10	Traffic control signals
Zeigler	10	0.3610	7, 090	30, 721.50	I-11 bit. conc. pavt.
Zion	18	0.5042	10, 565	40, 875.41	A-3 bit. surf. treat., soil-cement, C & G
Total	530 Secs.	227.2349	4, 842, 460	\$45,175,678.82	

Notes: Costs shown for the City of Chicago do not include the cost of adjusting utility equipment by city forces.

Meaning of abbreviations used in the above table:

Asph.—Asphalt Bit.—Bituminous

C—Concrete Curb
C & G—Combination Concrete Curb & Gutter
CMP—Corrugated Metal Pipe
CMPA—Corrugated Metal Pipe Arch

Conc.—Concrete
Cont.—Continuous
Cr. St.—Crushed Stone
Cse.—Course

Culv.—Culvert

Ext.—Extension

Gr.—Gravel

Gran.—Granular Mac.—Macadam Mod.—Modified

Pavt.—Pavement
PCC—Portland Cement Concrete
RC—Reinforced Concrete
Rd.—Road
RR—Railroad

Struct.—Structural Suif.—Surface Treat.—Treatment

WB-Waterbound

Wid .- Widening

A-1, A-2, A-3, B-1, B-3, B-4, C-2, I-11, J-1, J-2, etc., refer to various types of bituminous surfaces in the Standard Specifications for Road and Bridge Construction.

<sup>&</sup>lt;sup>1</sup> Work done in conjunction with a county, adjoining municipality, railroad, state, or work paid for in part with municipal or private funds. Only the MFT portion (portion known at time of table preparation) of the contract price is included in the tabulation.

<sup>&</sup>lt;sup>2</sup> Special assessment or bond issue projects. The amount shown is the full contract price. The cost to be retired with MFT funds, for most of the projects, if any, not known at the time of table preparation.

<sup>&</sup>lt;sup>3</sup> Includes additional day labor costs.

<sup>&</sup>lt;sup>4</sup> On City of Chicago expressway system.

TABLE 62.—MUNICIPAL DAY LABOR CONSTRUCTION AUTHORIZED DURING 1958.

Municipality	Section (C. S.)	Length (Miles)	Surface (Square Yards)	Estimated Cost	Туре
Assumption Chenoa Chicago Chicago Chicago	11-B-CS 12-CS 79 Sections 18 Sections 1 Section	1,6893	19, 067	\$ 18,770.16 7,279.00 749,354.97 3,463,490.70 235,612.00	Drainage structure Gr. or cr. st. surf. Traffic control signals Street lighting Redecking, alteration and recon-
Chicago	1 Section			846, 700.00	struction of existing bridge Reconstruction and rehabilita- tion of double deck trunnion bascule bridge
Cicero	74-CS			19, 000.00	RR crossing protection
Cicero	78-CS			5, 057.02	Traffic control signals
Columbus	5-CS	0.0900	844	21, 290.98	CMPPA w/gr. or cr. st. approaches
Divernon	1-CS	0.2655	9, 475	31, 061.20	A-2 mod. bit. surf. treat., C & G
Forest Park	37-CS			8,000.00	Street lighting
Heyworth	7-CS	0.6252	8, 069	3, 164, 56	New & wid. gr. or cr. st. surf.
Lacon	7-CS	0.2246	4, 166	1, 402.89	Gr. or cr. st. surf.
LaRose	2-CS	0.1992	3, 328	1, 310.00	Gr. or er. st. surf.
Oak Park	95-CS			10, 721.45	Street lighting
Oak Park	97-CS			46, 102.75	Street lighting
Olney	18-Q-CS	0.1032	2, 580	8, 809.88	A-3 bit. surf. treat.
Palmer	4-ČS	0.5240	5, 534	4, 447.19	A-2 mod. bit. surf. treat.
Princeton	20-S-CS	0.2354	4, 434	4, 678.70	A-3 bit. surf. treat., gr. or cr. st. base
Princeton	22-S-CS	0.1039	2, 008	2, 112.15	A-3 bit. surf. treat., gr. or cr. st. base
Stonington	5-CS			1,709.00	Street lighting
Towanda	3-CS	0.5559	6, 350	2, 566.20	Gr. or cr. st. surf.
Varna	3-CS	0.1346	1, 679	1, 868.45	Gr. or cr. st. surf.
Total	118 Sections	4.7508	67, 534	\$5, 434, 509.25	

<sup>&</sup>lt;sup>1</sup> Part of cost to be paid for by railroad, part of cost to be paid for by State grade crossing protection funds, and part of cost to be paid for by city. Only the MFT portion of the estimated cost is included in the tabulation.

Abbreviations used in the above table:

Bit.—Bituminous
C & G—Combination Concrete Curb and

Gutter
Cr. St.—Crushed Stone
CMPPA—Corrugated Metal Plate Pipe Arch

Gr.—Gravel RR—Railroad Surf.—Surface Treat.—Treatment

"A-2 and A-3"—refers to a type of bituminous surface in the Standard Specifications for Road and Bridge Construction.

<sup>&</sup>lt;sup>2</sup> Work done in conjunction with a county or township or paid in part with local funds. Only the MFT portion of the estimated cost is included in the tabulation.

<sup>&</sup>lt;sup>3</sup> Day labor portion done in conjunction with contract.

TABLE, 63.—MUNICIPAL CONSTRUCTION COMPLETED DURING 1958.

	Ø	Concrete Paurfaces on a	Concrete Pavement and Surfaces on a Concrete Base	99	Bitum	Bituminous Surfaces	Gravel			Bridges
Municipality	Widening and Single Lane	Two- lane	Three- lane	Four- lane or Over	On an Existing Rigid Base	Not on a Rigid Base	or Stone Surfaces	Oiled Earth	Earth	20-foot Span or Over
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Algonquin Alton Arlington Heights	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			0.55	1.32	0.29			3	1
Aurora Barrington Bartonville	f				2.23 0.59	0.30	1 2 5 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	2	
Batavia Beardstown					0.58	0.18		2	\$ 6 8 1 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	8 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
Belleville Bansawille	* 6 * 5 * 4 * 6 * 7 * 8 * 7 * 8 * 7 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	t	7	1	0.16	01.10	1	F	B
Bloomington.		1	0.10		1.68	0.00	8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	# B # # B # # B # # B # # B # # B # B #	2 3 2 1 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Bourbonnais	, J J 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 4	3 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9		2 J 0 0 0 5 2 7 1 0 0 1 0 0 0 0 0 0	
Brimfield	1		P	a J 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.17	1.34		1 4 9 5 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		# 4 9 0 1 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Bushnell	5	0.16		0.17			3	3 4 5 2 2 4 4 5 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6	E 2 1 0 0 5 1 7 0 3 1 2 1 3 1 3 1 8 0 3 1 8 0 5 1 7 0 7 0 7 0 7 0 7 0 7 0 7 0 7 0	# 4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
Calumet Park		2 S S S S S S S S S S S S S S S S S S S	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	8		0.84				
Carpentersville	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3			0.08	2.02			8 8 9 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# # # # # # # # # # # # # # # # # # #
Cary	1 1		1 1		(S) (S)		92.0	5 1 2 2 2 3 4 4 5 7	1 + 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Champaign			0.36		0.04	997	1 69	0.08	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5   1   1   1   1   1   1   1   1   1
Chicago	1.96	3	1	62.0	1.02	40.31	1 1 1 1 1			्रा च
Chicago (Exp.)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 8 E E E E E E E E E E E E E E E E E E	00.0	0.25	0.65	3	7		7 0 0 0 8 E 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Chicago RidgeChristopher		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7		0.28	2.00	t C t 1 1 5 5 6 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# # # # # # # # # # # # # # # # # # #	e t t t t t t t t t t t t t t t t t t t	
Cleero Clarendon Hills	F 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		\$ 0 9 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0.02	7.28	1 J 0 1 1 J 0 1 1 J 0 1 2 J 0 2 J 0 2 J 0 3 0 3		6 6 7 6 6 7 6 6 7 6 7 6 6 7 6 7 6 7 6 7	

TABLE 63.—Continued.

Municipality  Widening and Single Lane  Miles  O 01	Two- Three-lane Miles Miles	Four- lane or Over Miles	On an Existing Rigid Base Miles Miles  0.15	Not on a Rigid Base Miles  0.16	Stone Surfaces Miles	Oiled Earth Miles	Earth Grading	20-foot Span or Over
Wiles	WIII	Mil	Miles 0.15 1.60 0.10 0.10 0.27	Miles 0.16 0.37 0.37	Miles	Miles		
	0 39		0.15	0.16			Miles	Number
Bast Alton Bast Alton Bast Dubuque Bast Peoria Bast St. Louis Effingham Elginust Elmunst Elmwood Evergreen Park Farmont City Farmington Flosmoor Fl		0.49	3.10 3.10 0.18 0.28 5.49 1.10 0.23	0.80 0.27 0.05 0.05 0.11 0.00 0.21 0.02 0.23 0.03 0.03 0.03 0.03 0.03 0.03	0.37			

Control of Control o
00.00
0.20
9.37
$\lambda_{1}$
Galena Galesburg Galva Galva Geneseo Geneva Geneva Geneva Geneva Grantie City Glenvood Grantie City Havana Havana Havana Havana Highland Pa Highland Lake Highland Lake Island Lake Island Lake Justice Lenark Lenark Lenark Lenark Lisbon Lisbon Lisbon Lisbon Lisbon Loraine Loraine Macomb

TABLE 63.—Continued.

	S	Concrete Pavementand urfaces on a Concrete Ba	Concrete Pavement and Surfaces on a Concrete Base	Đ	Bituminous Surfaces	inous	Gravel		F	Bridges
Municipality	Widening and Single Lane	Two- lane	Three- lane	Four- lane or Over	On an Existing Rigid Base	Not on a Rigid Base	or Stone Surfaces	Uned Earth	Earth	Span or Over
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Manteno Maple Park	* 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1	, ,		: 1	0.18	0.31	, , ,		
Marion	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	:	1			0.60	20.0		- 1	
Marseilles	1	3 1 1 8 1 7 5	# # # # # # # # # # # # # # # # # # #		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.13	* * * * * * * * * * * * * * * * * * *	- II		1
Martinsville	0.07	0.00	B I I I I I I I I I I I I I I I I I I I	0.41	0.31	1	78. 0			
Mazon McCullom Lake		1	# # # # # # # # # # # # # # # # # # #		0 48	0.20				
Melvin Melvin	1	3	8 9 8 8 9 8 9 8 9 8 9 9 9 9 9 9 9 9 9 9		0.10	0.08	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Merrionette Park			2	# 1	01.1	0.27	# # # # # # # # # # # # # # # # # # #			
Minonk	1	E B F B E E E E E E E E E E E E E E E E	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 & 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.74	0.74	1	2	# # # # # # # # # # # # # # # # # # #
Monence	f	F 1 2 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E	0.43	1		1	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1
Morris.	1 8 1 4 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. [ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2 J 1 S 0 S 1 S 4 S 4 S 4 S 5 S 7 S 8 S 1 S 8	60.20	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# # # # # # # # # # # # # # # # # # #	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-
Mounds Mount Prospect	1 2 3 4 1 2 4 1 2 4 1 2 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	F 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0.35	2 2 2 1 2 1 2 1 1 2 1 1 1 1 1 1 1 1 1 1			E
Mt. Carmel		8 1 E 4 4 A 4 A 4 A 4 A 4 A 4 A 4 A 4 A 4 A	60.0	0 2 5 0 1 0 1 1 1 1	0 1 2 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.27				P 2 7 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Mt. Vernon	*		*	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.24	P (	t 1 ' ' - ' - '   1   1   1   1   1   1   1   1   1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 F 9 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	1 3 1
Manayilla	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		*		01.1	0.58	1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 +	1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 5 6 6 1
Naplate	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1	; ; ; ; ;	0 11	0.13	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1	t t t t t t t t t t t t t t t t t t t
Newton	8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 F 8 F 8 6 9 4 5 1 8 6 8 7 8 8 1 8 1 8 1	B 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	E E E E E E E E E E E E E E E E E E E	98.0	1,41			2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1 1 1 1 1 1 1 1
Normal North Pekin	t	1		1	48.U	5.00	0.11	1	1	
North Utica	· · · · · · · · · · · · · · · · · · ·	7	f 5 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	; ; ; ; ; ;		0.20	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	t t t t t t t t t t t t t t t t t t t

CO				0 34				1
1	90.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	0.15		0 13	0.21	0.24
CS. Z	2.30	2.00	0.22	0.88	0.95 0.15 0.62 1.41	0.34	0.26 0.74 0.92 2.40 0.66 1.05	0.83
1.27	0.32	0.19	0.17	0.24	1 1 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.07		0.52 0.78 0.26
0.48	1					0.05	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 4 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1	0.48	1	1 7 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1		T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 1 3 2 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0	0.01		
0.45		1 9 1 1 9 1 1 9 1 1 1 1 1 1 1 1 1 1 1 1		T 1 1 2 2 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	20.00		44.
Oak Park	Oregon Ottawa Palatine Pana Paris	Park Forest Paxton Pekin Peoria Heights	Peru Pinckneyville Piper City Pontiac Quina Poutiac	Reddick Reddick Riverside Rochelle Rockford	Rockton Rolling Meadows Rosiclare Round Lake Park Roxana	Rushville Salem Savanna Saybrook Sheldon Sidney	Skokie Somonauk South Beloit South Elgin South Holland Springfield Spring Grove St. David	Staunton Sterling Stickney Streator Sycamore

TABLE 63.—Concluded.

Concrete Pavement and Surfaces on a Concrete Base
Three- Four-lane or Over
Miles
32.06

Notes: The above table does not include miscellaneous improvements such as, storm sewers, traffic control signals, curb and gutter, street lights, building

alteration, building removal, bridge or culverts less than 20-foot span, etc.

<sup>1</sup> Includes 1.96 miles of I-11 bituminous concrete surface on a new PCC base course.

<sup>2</sup> Includes 1.26 miles of new soil-cement base with subclass A-3 bituminous concrete surface.

<sup>3</sup> Includes 0.06 mile of new soil-cement base with subclass A-3 bituminous surface treatment and 0.48 mile of new soil-cement base with subclass I-11

bituminous concrete surface.

4 Includes 0.12 mile of soil-cement base with subclass A-3 bituminous surface treatment, 0.61 mile of new soil-cement base with subclass I-11 bituminous concrete surface, and 0.78 mile of new PCC base with subclass I-11 bituminous concrete surface,

mile	miles	miles	miles	miles	miles	miles	mile	miles	
0.09	3.15	4.03	1.50	2.96	1.39	35.86	0.52	4.43	100
•								•	1
•	•				•			•	
•						•		•	
•	•		:						
•						•		•	
	•	•				•			
				_				:	
wing cypes.	•	modified		modified	modified	35.86	0.52	4.42	
A-1	B-4	B-4	B-5	B-5	C-2	I-11	J-1	J-2	77.4-1
Subclass A-1	Subciass B-4	Subclass B-4	Subclass	Subclass	Subclass	Subclass	Subclass	Subclass	
7									

53.92 miles		1 mile	6 mile	3 mile	6 miles	2 miles	4 miles	3 miles	6 miles	9 mile	6 miles	2 miles	6 miles	1 miles	5 mile	8 miles
.53.9		0.41	0.06	0.63	33.06	¢i œ	13.9	8.93	2.0	0.29	2.06	6.02	1.16	95.91	0.85	3.18
•	•					•	•		•			modified				Bituminous road mix
Fotal	lowing types			modified		modified		modified		modified		modified .				road mix
Tot	6 Includes the following types:	Subclass A-1	Subclass A-2	Subclass A-2	Subclass A-3	Subclass A-3	Subclass B-4	Subclass B-4	Subclass B-5	Subclass B-5	Subclass C-2	Subclass C-2	Subclass D-1	Subclass I-11	Subclass J-2	Bituminous

.....167.65 miles

Total

7
9
-3
2
0.
24
$\circ$
1
-

S Includes 4 highway grade separations and 3 railway grade separations.

Total ......8.04 miles

 Type A Surface
 0.79 mile

 Type B Surface
 5.37 miles

 Type B Base
 1.88 miles

<sup>7</sup> Includes the following types:

miles	milos	miles	galling	miles	mile	each	each	each
Rigid-type surface (Summation of columns 1, 2, 3, 4 and 5) 68.57 miles	66 79	Premiumous (Summaryon of Columns of and O)	0.0	Total surfacing245.33 miles	0.34 mile	-	9	ಾ
	,	7	. 1	(9,1	Earth grading	٠		
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43	1	7.4	3	S	ÇJ	==	702	
÷	Nonrigid-type surface Rituminous (Sum	10	5	_	_	111	Bridges	Railway grade separations
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TABLE 64. MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO COUNTIES DURING 1958 FOR IMPROVEMENT OF LOCAL RURAL ROADS<sup>1</sup>

						Disbur	Disbursed for				
County	Balance Available Jan. 1, 1958	Allotted During 1958	Total Available During 1958	Con- struction	Right-of- way	Engineering	Township Indebted- ness	Mainte- nance	Mis- cellancous	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
A 23 mm	2	30	1111	944	÷	611 146 20		200		000	000
Alexander_	2 ∞	39, 392, 44	\$070, 017.05 71, 231.17	644. 651.	2.718.00	1, 200.00	1	2, 680, 37		48, 250, 07	\$501, 988, 58 22, 981, 10
Bond	84, 428, 53	989.	178, 418, 21	42, 825 08	500.	3, 343, 17	4 }	85, 314.04		985	_
Boone	55.	68, 081, 58	377.	200		4, 159.16	1	8,000.82		103, 349, 36	24, 027, 74
Buroan	57.	040		077		0, 104, 10		175		104. 866.	580.
Calhoun	. <del>.</del> .	378	910	174	,	216. 155.		5, 518, 40		40, 848, 46	. 197
Carroll	88	628	316.	629		214.		1 1		844	471.
Cass	.98	710.	036	414.	2, 272, 25	442.		752.		885	154
Champaign.	n 10 s	797	870.	512	จ์	13, 416, 93	1	138, 545, 35		623	247
Christian	5 5	270	161	700		5.00	1	405.		975	158
Clark	5.4	002	200	750		3, 881.01		22, 657, 37	ţ	288	74, 861, 15
Clinton	57.	084	842.	751.		142.	1 1	172.		990	775
Coles-	7	337.	684	594	-	7, 647.78		100, 219.04	*	461.	223.
Cook	7 7	122, 575, 63	439, 120, 05	. 693		1, 389.80	1 1 1	204		145, 451.30	293, 668, 75
Cumberland	1.	500	696	695		140.	1 1	595	3 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	105	421
DeKalb	: 23	969.	992	684		9, 194, 17	1 1 1	4, 770, 55		140, 649, 11	343
DeWitt.	33	134.	808	538.		293		134.		966	931.
Douglas	.92	880.	265.	923.	:	529		169	:	922.	343.
Dul'age	7	853.	924	499	:	986		592.		078	846.
Edgal	77	000	247	183	90 150	10, 494,88		320	1 F	407.	(7.5
Effingham	20.	274	609	510		3, 662, 05	4 1, 000.07	195	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	080	43 550 50
Pavette	$\stackrel{\cdot}{\approx}$	804	503	090		663	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	140		064	590
Ford	7	754.	472.	991.	9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	812.	10, 000, 00	349.	1 1 1 1 1 1 1 2 1 1 2	654	80,818,27
Franklin	70.	012.	882.	783	126.	747.	1 1 2	.09	\$205.88	623	258
Fulton	1.	154.	856.	544.	973.33	662.	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	338.	\$	518.	337.
Gallatin	200	021	194.		1, 123.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	14, 254.80	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	72, 565.29	88, 629, 67
Ciroene	109, 810, 72	107. 516.	105		· ·	7, 280, 55	1	200	E E E E E E E E E E E E E E E E E E E	934	043
Hamilton	0.00	280		27.0		3,757,05	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	51 364 71	7 2 1 1 3 5 5 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	137 300 96	98 714 77
TO THE REST OF THE			4 4 7 1				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	001	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	000	17.

289, 484, 56 289, 484, 56 288, 112, 92 1183, 1373, 25 1102, 376, 69 1102, 376, 69 1103, 456, 08 123, 456, 08 124, 392, 55 110, 887, 51 122, 508, 37 122, 508, 37 123, 508, 37 124, 508, 37 125, 508, 37 126, 175, 76 181, 993, 16 181, 993, 16 182, 508, 37 183, 508, 37 183, 508, 37 183, 508, 37 183, 508, 37 183, 508, 37 184, 508, 37 185, 175, 76 187, 187, 187, 187, 187, 187, 187, 187,	27, 381. 15 277, 381. 15 46, 222. 28 105, 768. 78 110, 713. 31 276, 252. 28 133, 187. 24 47, 446. 53 251, 139. 69 130, 915. 25 50, 787. 78 31, 168. 50 86, 949. 28 15, 760. 29
25, 792 18 25, 792 18 296, 444.32 271, 843.15 128, 377.44 148, 254.12 155, 929.46 124, 910.74 80, 287.70 81, 633.81 215, 541.22 66, 295.90 107, 813.08 1107, 813.08	2010 2010
5, 107.29	1, 802.44
36, 502.93 10, 074.68 14, 092.76 90, 452.83 48, 481.87 38, 203.76 120, 339.17 14, 361.06 26, 242.01 14, 253.28 11, 047.68 8, 043.52 8, 692.92 8, 692.92 8, 692.92 11, 997.30 11, 997.30 10, 877.64 156, 685.75	
10, 640 1, 600 1, 600 1, 600 1, 900 1, 900 1, 900 1, 100 1, 100 1	7, 7, 780. 7, 7, 780. 9, 7, 7, 780. 9, 773. 320. 07, 730. 9, 773. 320. 08, 7, 7, 800. 11, 800
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145, 336 273, 3743, 885 168, 4387, 566 102, 7425, 41 102, 7425, 41 102, 7425, 41 103, 743, 887 134, 688, 69 185, 688, 69 185, 688, 69 185, 249, 88 185, 248, 66 183, 244, 56 183, 244, 56	22.2 22.2 22.2 22.2 22.2 22.2 23.2
772, 709.39 772, 709.39 156, 385.26 584, 557.24 455, 487.04 2245, 479.33 207, 654.91 172, 010.39 172, 010.39 172, 044.61 153, 270.68 175, 089.89 450, 444.61 236, 688.48 283, 057.13 283, 057.13 283, 057.13 283, 688.29 467, 648.20 367, 648.20 368, 658.30 369, 335.60 369, 335.60	939. 939. 100. 100. 371. 552. 563. 6621. 563. 663.
200, 765, 13 30, 236, 35 78, 651, 18 196, 550, 76 270, 157, 70 113, 763, 43 183, 964, 49 164, 980, 90 66, 631, 19 160, 867, 97 66, 631, 10 121, 276, 83 159, 413, 11 121, 276, 83 163, 366, 68 226, 387, 74 140, 883, 10 150, 359, 17 140, 883, 10 150, 644, 89 160, 644, 89 160, 644, 89 160, 644, 89	700. 953. 953. 965. 197. 124. 449. 449. 449. 449. 449. 405. 667. 667.
40, 087, 83 40, 087, 83 888, 006, 48 185, 058, 70 212, 723, 61 106, 514, 84 106, 514, 84 115, 713, 36 88, 207, 72 115, 713, 36 182, 446, 95 182, 644, 02 97, 423, 76 197, 423, 76 199, 372, 80 295, 590, 84 174, 169, 18 110, 019, 88	974 985 985 985 985 305 305 993 808 808 370 371 334 338 907
Hancock Hardin Henderson Henry Iroquois Jasper Jefferson Jersey Jo Daviess Johnson Kankakee Kankakakee Kankakakakakakakakakakakakakakakakakakak	Marison Marshall Masson Massac Massac Mereer Montgomery Morgan Morgan Morgan Peoria Peoria Perry Pike Platt Pike Pulaski Putnam Randolph Riehland

TABLE 64.—Concluded.

						Disbursed for	sed for				
County	Balance Available Jan. 1, 1958	Allotted During 1958	Total Available During 1958	Con- struction	Right-of- way	Engineering	Township Indebted- ness	Mainte- nance	Mis- cellaneous	Total Disbursed During 1958	Balance on Hand Dec. 31, 1958
Rock IslandSt. ClairSalineSalineSahuyler	136, 299.84 211, 916.03 111, 582.50 340, 548.09 152, 811.99	76, 227, 73 148, 420, 16 102, 392, 69 203, 423, 99 96, 406, 91		54, 227, 52 75, 947, 19 33, 914, 47 27, 971, 17 64, 598, 65	745 25	7, 192.39 4, 172.85 4, 700.89 8, 362.25 3, 391.71		11, 524.01 14, 198.29 10, 909.01 89, 421.16 38, 682.11		72, 943. 92 94, 318. 33 49, 524. 37 126, 399. 83 106, 672. 47	139, 583, 65 266, 017, 86 164, 450 82 417, 572, 25 142, 546, 43
Seott, Shelby Stark	629. 626.	829. 819. 795.	278. 599. 421.	460 539	, t	391. 061.	T 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	270. 282.		959. 792.	326.
Stephenson Tazewell Union	632. 355. 792.	498. 013. 250.	368 042	592. 180 459.	1,086.78	10, 439. 8, 403. 1, 493.	3	983, 28 089, 27 352, 58		014. 673.	694. 650.
Vermilion Wabash Warren	985. 294. 719.	382. 63.4. 066.	368 929 786	646.	1 r	22, 158. 1, 136. 7, 095.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	763. 547. 899.	950.00	001. 038. 137.	6.00°. 6.00°.
Washington Wayne White	878. 259. 462.	359. 797. 895.	238. 057. 357.	787		675 658. 966.	t ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (	716. 334. 344.	1 1	079. 480. 695.	158. 576. 662.
Whiteside Will Williamson Winnebago			235, 477, 46 617, 313, 20 168, 957, 63 268, 039, 13	108, 685, 76 170, 470, 26 50, 502, 31 112, 655, 78	3, 703.00	8, 242.11 13, 941.58 4, 040.17 7, 726.25 9, 920.69		270. 768. 377.	1, 923, 50	198. 883. 520. 305.	278. 429. 437. 733.
Totals	\$14, 577, 142, 49	931.		561.	\$45, 442.92	086.	\$15, 629, 17	\$4, 057, 755.17	\$6,905.75	380.	

<sup>1</sup> Local rural roads include township, road district, township district, and county unit road district roads.
<sup>2</sup> Transferred from funds certified prior to 1958.

TABLE 65.—TOWNSHIP AND ROAD DISTRICT MOTOR FUEL TAX CONSTRUCTION APPROVED DURING 1958.

	Bitumin	ous Surfaces		l or Stone rfaces	Oileo	l Earth <sup>1</sup>	Bric	${f lges}^2$
County	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost
Adams			<sup>3</sup> 5.18				em ag em ag em én 170 em 177 én	\$11, 562.15
Alexander			4.59	42, 651, 70		division many in a		
Boone		\$ 88, 730.05	4.26	16, 672.35	6 27	\$60, 593 64		
Brown	19,00	\$ 66, 130.00	8.02	70, 759, 49				
Bureau		154, 152.59	7.85	58, 187.52				
Calhoun			7.70	33, 215.08				40 040 08
Carroll			$16.48 \\ 3.44$	92, 070.16 30, 454.39		380.69	1	10, 916, 95
cu.	1		32.33	130, 671.34				
Christian	9.24	19, 927.71			7.05	57, 731-62		
Clark			13.03	70, 740.30				
Clay			19.61 $14.68$	89, 949, 21 65, 549, 32	8 75			
Clinton Coles			6.51	37, 690.68		20. 384 53		3,071.50
Cook	15.73	151, 782.78						
Crawford	3.34	45, 365.09		46, 280.86		10 000 75		
Cumberland DeKalb	10.57	66, 672, 70	$\begin{bmatrix} 2.75 \\ 6.55 \end{bmatrix}$			10, 000 . 75	1	19, 185.50
DeWitt	10.57	00, 072.70	3.19				1	10, 100, 00
Douglas					0.22		2	30, 968.64
DuPage	1.84		1.80			7.015.00		40 500 00
EdgarEdwards	1.34	5, 688.25	12.85 $10.82$			7, 015.90	3	46, 708, 92
Fayette			15,89			29, 765-16		
Ford	10.40	47, 196.53	24.08	69, 761.99	6.99	5, 790.89		47, 195.36
Franklin	1 (10)	00 505 00	4.66			5, 686, 20		
FultonGallatin	1.60	22, 765, 20	18.53 8.42					
Greene			9.21					6, 938.50
Grundy	0.50	2, 772.12	24.80	162, 874.59	1.36	8, 578.75	1	5, 337.70
Hamilton	4.50	90 410 10	18.22					
Hancock Henderson	$\frac{4.59}{1.74}$							
Henry				192, 533.01		27, 129.51		
Iroquois	4.81	34, 650.06	37.33	149, 215.70	10.65		1	18, 972.50
Jackson			8.39					
JasperJefferson			14 62	84, 509-12	5.21	0, (±0, 28 18, 133, 39	1	14, 671.10
Jersey JoDaviess			9.54	46, 655, 63				
JoDaviess		~	16.17					
JohnsonKane	59 90	51 407 99	7.18 5.25					
Kankakee	4.20	27, 520. 20		218, 054, 33				
Kendall			5.07	53, 891, 79			1	15, 920.55
Knox	11 50	45 196 50	18.28					
Lake LaSalle	11.53 24.69							2, 734.00
Lawrence		111, 551.50	5.20	35, 668.30				2, 701.00
Lee	. 4.43		25.91	124, 260.50	0.92	2, 123.60	1	10, 741.40
Livingston Logan							$\frac{2}{3}$	24, 946.69 39, 123.70
Macon	10.97	148, 855.66	$\begin{bmatrix} 0.33 \\ 4.71 \end{bmatrix}$		3.48	17, 109. 50		18, 006.89
Macoupin			1.02	7, 942, 40	15.34	33, 264.91	1	31, 587.30
Madison			0.57					
Marion Marshall	10 15	54, 325, 72	$ \begin{array}{c c} 1.06 \\ 12.12 \end{array} $			40, 173.79	1	10, 035.70
Mason	4.18	30, 505.51			2.00	3, 896, 00	)	10,000.70
Massac			0 62	4, 463 8				
McDonough	1.51 12.40						1	5, 423.05
McLean	169.86						1	
Menard	0.80	14, 836, 87			4.09	18, 452.57		
Mercer			14 67	35, 179, 41	0.97		3	
Monroe Montgomery			3 26	13, 141 86	23.38	55, 309. 41		
Morgan			2.89	33, 686.78				
Moultrie					0.35		2	38, 315.15
Ogle								/
Peoria Perry		1	5.17		() 4 =	12 640 7	2	
J					2.70	1 20 10 10 . 7 4		

TABLE 65.—Concluded.

	Bitumir	nous Surfaces		el or Stone orfaces	Oile	d Earth <sup>1</sup>	Bridg	ges <sup>2</sup>
County	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost
Piatt Pike Pope			5.64 5.91	47, 125, 73	17.38	33, 112.02	2	39, 064.75 33, 296.50
Pulaski Putnam Randolph Richland	1.77	10, 879.74	2.85 2.44 7.92 18.54	24, 217.00 109, 647.39				
Rock Island Saline Sangamon Schuyler			10.59 4.39 	33, 067.34	1.52	2, 799.90		
Shelby Stark Stephenson Stephenson	5, 52 2, 25	8, 279.58	3.85 11.83	13, 292, 25 115, 832, 93	3.97	13, 712.14		
St. Clair Tazewell Union Vermilion	0.49 30.03		$egin{array}{c} 9.66 \ 6.98 \ 3.16 \ 34.58 \ \end{array}$	49, 297, 45 68, 459, 62			1	1, 853.01 24, 676.60
Warren Washington Wayne			17.59 $4.54$ $23.39$	145, 914.63 23, 078.53 105, 308.31	$\frac{2.06}{2.09}$	7, 501.88 4, 895.08 4, 893.00		21, 027.80 2, 126.44 15, 501.04
White Whiteside Will Williamson	0.70		$\begin{array}{r} 25.87 \\ 18.87 \\ 7.36 \\ 6.17 \end{array}$	121, 348, 47 113, 922, 84	2.27	28, 045. 96	1	20, 977.02 1, 977.84
Winnebago Woodford	16.39 44.89		1.27	11, 767.00		6, 496.26		3, 049.30 5, 226.25
Total	6494.88	\$2,693,713.35	1, 177.20	\$6,902,988.20	7204.09	\$681, 207, 22	29	\$542, 450.71

bridge section.

3 Includes joint projects with the Village of Loraine and the City of Quincy.

4 Flashing light signals.

Notes: The costs shown on this table will not necessarily be paid for entirely with motor fuel tax funds as in some cases they will be paid for, in part, with other funds.

<sup>1</sup> Includes road oil on existing granular surfaces.

<sup>2</sup> Only bridges having 20-foot span or over are included in computing the number. The "Awarded Cost", however, includes small culverts and other work built separately or with the

Flashing light signals.

5 Includes joint project with City of Aurora.

6 Includes 87.85 miles of bituminous road mix and 0.21 mile of subclass J-2 sheet asphalt on existing PCC, and 1.00 mile of new salt stabilized base.

7 Includes 26.60 miles of graded earth.

## TABLE 66.—TOWNSHIP AND ROAD DISTRICT CONSTRUCTION COMPLETED DURING 1958.

County	Bituminous Surfaces	Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over
	Miles	Miles	Miles	Number
Adams		7.20		
Boone	21.05	3.73	4.88	
BrownBureau	8.84	8.51		
alhoun		8.90		1
ass		4.83	11.00	1
hampaign hristian	3.26	32.16	11.82	
larklay		6.89	4.10	
lintonoles		$ \begin{array}{c c} 26.90 \\ 15.58 \end{array} $	$\begin{bmatrix} 15.79 \\ 6.21 \end{bmatrix}$	
ookrawford	18.52 0.92	4.88		
umberland		10.02	2.99	
DeKalbDeWitt	10.56	6.55 1.89	6.32	
Oouglas OuPage	4.17	2.51		2
dgardwards	1.34	15.77 5.36	1.07	3
ffinghamayette		18.48	$\begin{bmatrix} 2.11 \\ 17.77 \end{bmatrix}$	
ordranklin	16.30	37.55 4.87	0.80	
ulton		17.52	1,04	
allatinreen		10.67 16.54		1
rundyamilton	0.50	16.94 20.16	1.36	1
ancockenderson	6.09	12.66 8.61		
enryoquois	1.49	20.82	6.37	3
ackson		4.23		
asperefferson		17.76	$\begin{bmatrix} 2.92 \\ 15.86 \end{bmatrix}$	
oDaviess		$\begin{vmatrix} 9.55 \\ 23.04 \end{vmatrix}$ -	13.97	
ohnson ane	2.98	8.79 5.73		1
ankakee endall	7.23	18.99 2.25		
Inox	11.28	19.83		1
akeaSalle	11.26	$\begin{vmatrix} 14.00 \\ 32.92 \end{vmatrix}$	13.45	
awrenceee	4.42	$\begin{bmatrix} 8.37 \\ 26.43 \end{bmatrix}$	0.92	1
ivingstonogan	18.41 12.69	38.68		2 4
IcDonough IcHenry	14.13	24.21 8.42		
IcLean Iacon	163.16	136.38	4.46	4
IacoupinIadison		0.57	12.79	1
farion			5.47 4.88	
Iarshall Iason	10.17	13.13	2.00	
fassac fenard		$\begin{bmatrix} 2.16 \\ 2.52 \end{bmatrix}$	1.43	
Iercer Ionroe		17.17 10.34	0.97	
Iontgomery		0.93	21.24	
Ioultrie			3.87	3
gle	3.98	18.83		

TABLE 66.—Concluded.

County	Bituminous Surfaces	Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over	
	Miles	Miles	Miles		
Peoria	0.96	5.17			
Perry			4.12		
Piatt			6.28	2	
Pike		13.44	0.20	~	
Pope		6.04			
Pulaski		13.07			
Putnam	2.55	20,0,			
Randolph	2.00	5.77			
Richland		1.00	1.43		
Rock Island		7.65	1.10	1	
aline		11.25			
angamon			6.20		
chuyler		4.77	0.20		
cott		2.25			
helby		2.82	3.97		
tark	5.52	3.85			
tephenson	2.24	8.23		1	
t. Clair	15.07	0.76			
'azewell	29.49	9.38			
Vermilion		39.70			
Vabash	2.57	3.97			
Varren		14.41	0.98		
Vashington	1.49	2.03	2.01		
Wayne		23,52		1	
Whiteside		22.09			
Will	3.90	5.32	2.26		
Villiamson	3.00	6.94	2.20		
Winnebago	19.29	2.01			
Woodford	35.31	12.97		1	
Total	1477.66	<sup>2</sup> 1, 134. 57	3236.56	35	

Notes: The above table does not include miscellaneous improvements such as small drainage structures.

1 I	ncludes	the	following	types:
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CICCON CITO	20240									
Subclass A										
Subclass	A-1 n	nodified							1.51	miles
Subclass .	A-2								7.03	miles
Subclass	A-2 n	nodified							12.78	miles
Subclass .	A-3							3	47.34	miles
Subclass .	A-3 r	nodified							17.46	miles
Subclass 1										
Subclass 1										
Bitumino										
Bitumino	us su	rface tr	eatm	ent	sp	ecia	ıl		9.50	miles
								_		

## <sup>2</sup> Includes the following types:

Type A surface	4.58	miles
Type B surface		miles
Type B base	6.92	
Oil on new grave	el or crushed stone 3.64 1	miles

Total ......477.66 miles

<sup>&</sup>lt;sup>3</sup> Includes 78.31 miles of oil treatment of existing gravel or crushed-stone surfaces and 39.66 miles of graded earth.



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